

THE VOICE OF BRITISH MOTORSPORT

# MOTORSPORT NEWS

■ FEBRUARY 24 2022 ■ EVERY THURSDAY ■ £3.99 ■ FORMERLY MOTORING NEWS

**EXCLUSIVE Q&A:**

## Matt Edwards

*The British Rally Championship king tackles the MN readers' posers*  
**p20**



Hamilton says he is ready to go back on the attack

*Seven-time World beater says he is eager for a return to competition after Abu Dhabi drama*

# HAMILTON: I'M READY TO GO ON THE ATTACK IN 2022

By Matt James

Lewis Hamilton has said he is primed to redraw battle lines with World champion Max Verstappen as the wraps came off his 2022 racer last week.

The 37-year-old, who lost the title on the last lap of the final grand prix of 2021 in Abu Dhabi after a controversial call from race control, had stepped away from public life after the defeat.

But, speaking at the launch of the Mercedes W13, he said he was raring to go again.

"I never said I was going to stop," he said. "But it was a difficult time for me and I needed to step back. It was a time where I needed to focus on being present. I had my family around me creating great moments. Eventually I got to a point where I decided I was going to be attacking again coming into another season."

Several other teams, including Ferrari, also unveiled their 2022 F1 racers last week.

**Full story, page four**



The new W13 Mercedes was launched (above), and the 2022 Ferrari F1-75 (left)

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**MOTORSPORT NEWS**

### RETRO

## UK RACING'S PRODUCTION SALOON HEYDAY

*We reflect on the impact of Britain's showroom racers* **p18**



### REPORT

## HENDERSON TOPS THEM ALL ON SNETTERTON RALLY

*Ford Fiesta man heads the MN Circuit Rally battle in Norfolk* **p26**



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### ATLAS AXLE PARTS, BLACKLINE

Atlas plate style diff, historic spec. with 'Boreham' mods, 18 tooth side gears **£495.80** £594.96

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Atlas axle casing, thick tube, double pinned & breather  
Pig's head only

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Axle end stubs, R/H & L/H thread  
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pair **£49.90** £59.88  
pair **£21.90** £26.28  
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**Fully-floating axle kit**  
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Fully floating hub assembly without shafts  
Fully floating axle kit, inc. (2) F/F Hub assemblies  
plus (2) '4340' halfshafts, 18 tooth  
(choice of length)

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All Blackline halfshafts Group 1 and Group 4 are manufactured from 4340 alloy steel and have induction hardened teeth to Rockwell 50 HRC specifications. 4340 is about twice as strong as 1040 (the material which OEM halfshafts are normally manufactured from). It has a high degree of ductility to absorb shock loadings of abrupt acceleration, taking some load off the differential and CWP. However, it has a very high yield strength to sustain high torque loads without failure. 4340 is the ideal halfshaft material.

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FBL 002 disc bells

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pair **£51.00** £61.20  
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Halfshaft flange, not F/F, suit std. axle

### ENGLISH AXLE PARTS, BLACKLINE

English plate style diff (30/90 ramps)

Available 18 tooth (mats with semi-floating conversion kit)  
Available 22 tooth (mats with std. halfshaft)

Spare plate kit  
Spare side gears, 18 or 22 tooth (please state)  
English CWP, 3.54, 3.7, 3.9, 4.1, 4.4, 4.7, 4.9, 5.1, 5.3

Spare side bearing, top quality  
Crush washer  
Crown wheel bearing

Pinion bearing  
Atlas into English semi-floating hub kit, inc. (2) '4340' halfshafts, 18 tooth  
English axle weld-on brace ring

Special 10mm axle brace, English axle  
SPARES  
Semi-floating hub assembly (less bearing)

Bearing '4340'  
Halfshaft, suit semi-floating kit  
Flange, not semi-floating, suit std. axle

Flange, Group 1 type  
Brake disc, 265 x 10

**£395.80** £474.96  
**£395.80** £474.96  
**£39.50** £47.40  
**£32.50** £39.00  
**£231.50** £277.80  
**£19.90** £23.88  
**£5.90** £7.08  
**£9.90** £11.88  
**£14.90** £17.88

**£443.80** £532.56  
**£39.90** £47.88  
**£99.50** £119.40

each **£144.40** £173.28  
**£48.90** £59.76  
**£77.50** £93.00  
**£59.50** £71.40  
**£59.50** £71.40  
each **£34.50** £41.40

### HELICAL LSDs, BLACKLINE

English axle, Caterham, 22 spline **£324.00** £388.80  
Atlas axle, 16 spline **£354.00** £424.80  
Ford FWD - Escort, Fiesta, Focus, KA, Orion, Puma (BC/1B5 trans) **£399.00** £478.80  
Sierra 7", Caterham **£399.00** £478.80  
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### TRANSMISSION PARTS, BLACKLINE

4-speed bearing type gearlever **£38.50** £46.20  
5-speed bearing type gearlever **£40.50** £48.60  
5-speed quickshift conversion kit **£13.50** £16.20  
M10 ally 'Pro' gearknob **£14.90** £17.88  
M10 white or black nylon gearknob **£12.50** £15.00  
Propshaft, Type 9 - English or Atlas axle **£89.50** £107.40



**Wilwood brakes kits from**  
**£299.51** £359.41

### ESCORT BRAKING PARTS

Wilwood brakes kit, 265x10, Powerlite caliper  
Wilwood brakes kit, 247x20, Midlite caliper  
Wilwood brakes kit, 285x21, Midlite caliper  
Balance bar pedal box, cable clutch  
Balance bar pedal box, hydraulic clutch  
RMD master cylinders  
Wilwood master cylinders  
Wilwood proportioning valve, knob  
Wilwood proportioning valve, lever  
Blackline 'swaged' stainless brake lines, 3-line  
Classic Ford wheels

**£299.51** £359.41  
**£468.49** £562.19  
**£571.40** £685.68  
**£189.50** £227.40  
**£215.00** £258.00  
from **£21.50** £25.80  
from **£29.50** £35.40  
**£42.50** £51.00  
**£57.50** £69.00  
**£29.74** £35.69  
**£69.00** £82.80  
**£76.00** £91.20  
**£87.50** £105.00  
**£99.00** £118.80

**Classic Ford wheels from**  
**£69.00** £82.80

Poly 'bump stops, top axle mounting  
Escort 11/1300 front springs, 145-220lbs  
Escort RS front springs, 145-220lbs  
1.9" & 2.25" coil springs, 20,000 in stock!  
Adjustable spring seat kit  
Helper spring adaptor, 2.25"-2.25"  
Gaz, adjustable front shocks  
Gaz, adjustable (3-way) front shocks  
Gaz, adjustable rate rear shocks  
Quick steering racks

pair **£8.12** £9.75  
pair **£33.80** £40.56  
pair **£33.80** £40.56  
from **£15.90** £19.08  
**£24.50** £29.40  
**£10.50** £12.60  
**£67.60** £81.12  
**£299.50** £359.40  
each **£65.00** £78.00  
RH 2:9 ratio **£119.50** £143.40  
RH 2:4 ratio **£139.50** £167.40  
LH 2:4 ratio **£149.50** £179.40

H/duty quick steering racks

RH 2:4 ratio **£174.50** £209.40  
RH 2:2 ratio **£204.50** £245.40  
LH 2:4 ratio **£184.50** £225.40  
LH 2:2 ratio **£214.50** £257.40

OEM style steering rack mounts  
Roller bearing top mount - spherical bearing  
Roller bearing top mount - roller bearing  
Roller bearing plastic dust covers  
Spherical bearing race type top mounts

pair **£16.80** £20.16  
each **£49.50** £59.40  
each **£49.50** £59.40  
pair **£9.50** £11.40  
pair **£49.60** £59.52

TCA's 'Pattern' style

TCA's 'OEM' style  
TCA bush insertion tool  
Twin cam anti-roll bar  
Anti-diver kit  
World cup X-member  
World cup mounts  
RS2000 track rod ends  
Group 4 style all steel U/J coupling  
4-link kit  
Heavy duty 4-link kit  
Group 4 round turret kit  
Mk1 spring shackles  
Mk2 spring shackles  
OEM Escort RS struts  
Group 4 spec. front RS struts  
Escort RS stub axles  
RS steering arms  
Heavy duty steering arms, gusseted  
Quick fit steering arm kit  
Ally hubs - standard or Group 4  
Stub axle hardware kit  
Watts linkage kit  
Taper leaf springs, 146lb rate  
Ally tube strut brace, round tube  
Work style 60mm oval tube strut brace  
Rear lamp protectors  
Chassis mounted sump guard, wet sump  
Kaylan mudflaps, 4mm (500x300)  
Body jacking kit  
Ford hub nut socket, 3/4"D, 65mm

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pair **£63.50** £76.20  
**£14.90** £17.88  
**£59.50** £71.40  
**£31.00** £37.20  
**£106.50** £127.80  
**£28.50** £34.20  
**£10.50** £12.60  
**£19.80** £23.76  
**£119.50** £143.40  
**£185.00** £222.00  
**£65.00** £78.00  
**£17.00** £20.40  
**£23.50** £28.20  
**£96.95** £116.34  
**£128.00** £153.60  
**£130.00** £156.00  
**£69.50** £83.40  
**£79.50** £95.40  
**£9.60** £11.52  
**£49.50** £59.40  
**£10.90** £13.08  
**£199.50** £239.40  
**£49.50** £59.40  
**£44.90** £53.88  
**£51.50** £61.80  
**£12.90** £15.48  
**£137.00** £164.40  
**£16.50** £19.80  
**£119.50** £143.40  
**£13.90** £16.68

**OEM TCA's**  
**£63.50**  
**£76.20**



**Mk2 Front Wing**  
**£72.10**  
**£86.52**

Mk1 Mexico front wing, LH or RH each **£265.22** £318.27  
Mk2 front wing, LH or RH, std. each **£72.10** £86.52  
Mk2 front wing, LH or RH, RS2000 each **£175.00** £210.00

Full listing of all Mk1 and Mk2 body panels on our website

www.rallydesign.co.uk



**X-Flow ally radiator**  
**£179.60** £215.52

X-Flow ally radiator **£179.60** £215.52  
RS2000 (Pinto) ally radiator **£179.60** £215.52  
13/235 oil cooler **50.10** £60.12

Lockable fuel filler cap assembly **£49.50** £59.40

Silicone hose kit, Mexico or RS2000 (available blue, black or red) **£62.34** £74.81



**WCP Interrupter pump**  
**£29.00** £34.80

WCP interrupter fuel pump **£29.00** £34.80  
WCP solid state fuel pump **£19.00** £22.80  
WCP injection fuel pump **£32.19** £38.63  
Bonnet pin kits, stainless **£5.00** £6.00  
Bonnet pin kits, alloy **£7.00** £8.40  
Aerocatch **£31.00** £37.20  
Avanti map light **£19.50** £23.40  
Manifold wrap, 2" x 15 metres (50ft), Vermiculite **£29.60** £35.52  
Roll cage padding, 3ft, B1 fire rating **£6.00** £7.20

M16 calipers to fit standard discs, pair **£89.00** £106.80  
M16 calipers to fit vented discs (no spacers needed), pair **£98.50** £118.20  
M16 caliper, shouldered bolts, set of 4 **£10.99** £13.19  
Group 1 vented discs (247x20), pair **£39.00** £46.80



**M16 Calipers from**  
**£89.00** £106.80

4.25 ltr FIA plumbed-in fire system, full installation kit, FIA homologation EX 037.13  
Kit **£159.80** £191.76

### Escort Laminated & Heated Screens

Escort Mk1 front laminated screen (incl. rubber) **£69.50** £83.40  
Escort Mk2 front laminated screen (incl. rubber) **£69.50** £83.40  
Escort Mk1 front heated laminated screen (incl. rubber) **£198.60** £238.32  
Escort Mk2 front heated laminated screen (incl. rubber) **£198.60** £238.32  
Escort Mk1 front screen rubber **£24.92** £29.90  
Escort Mk1 rear screen rubber **£23.92** £28.70  
Escort Mk2 front screen rubber **£29.08** £34.90  
Escort Mk2 rear screen rubber **£29.08** £34.90  
Laser windscreen chip repair kit **£13.90** £16.68  
14" or 17" rear view mirror **£14.90** £17.88

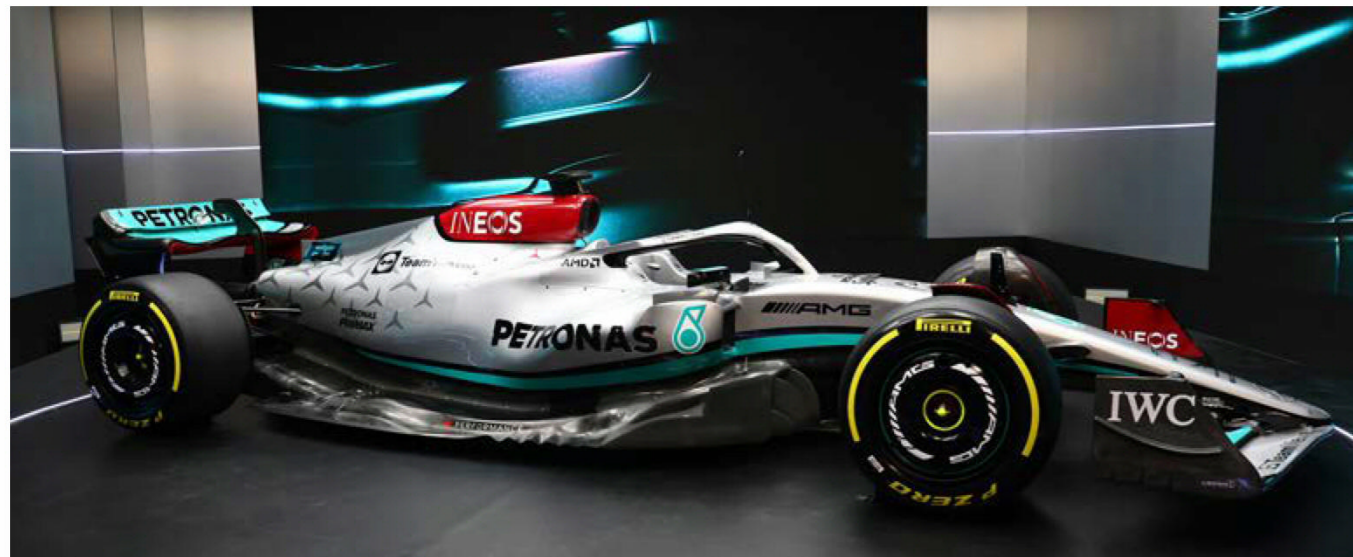
### Escort Mk2 Rubber Parts

Bonnet bump stop pair **£6.20** £7.44  
Bonnet rail bump stop, set of 4 **£10.90** £13.08  
Bonnet bump stop, centre-rear **£5.10** £6.12  
Wiring loom bulkhead grommet **£6.90** £8.28  
Bonnet release cable grommet **£5.20** £6.24  
Steering column bulkhead grommet **£7.20** £8.64  
Handbrake backplate dust boots pair **£7.10** £8.52  
Spedo cable bulkhead grommet **£5.20** £6.24  
Throttle pedal pad **£5.20** £6.24  
Brake and clutch pedal pads pair **£8.00** £9.60  
Shock absorber top caps pair **£13.90** £16.68  
Rear bumper side plugs, set of 4 **£9.90** £11.88  
Oil line bulkhead grommet **£5.10** £6.12  
Brake servo rod bellows **£5.20** £6.24



## COMMENT

Photos: Mercedes F1, Ferrari F1, Jakob Ebrey



Hamilton said he has been rejuvenated and is eager to sample the new Mercedes W13

## FINALLY PUTTING THE PAST TO BED

**I**t was very convenient for the tabloid press to scream from the sports pages last week that Michael Masi had been "sacked" from his role as Formula 1's race director. He will be found another role within the FIA infrastructure, so he hasn't been shown the door. That detail seems to have been missed by many.

But the changes to the way Formula 1 races are managed from race control has been welcomed by most, and particularly by Lewis Hamilton. The results of the full investigation into what happened in Abu Dhabi have been delayed (hence no blame has been laid squarely at Masi's door just yet), but the shake-up in the structure of race control has been rubberstamped. At the launch of the new Mercedes W13 Hamilton said that he held no grudges, particularly towards Max Verstappen, but was keen on the idea of more accountability from the FIA.

Eduardo Freitas and Niels Wittich will take over the race director duties and are both experienced hands. Freitas, in particular, has proved himself highly adept during his spells in the World Touring Car Championship and the World Endurance Championship, so Hamilton is right to have faith in the rejigged system. Now it is time for Hamilton, and grand prix racing as a whole, to look ahead rather than raking up history.

Elsewhere in this issue, three-time British Rally Championship winner Matt Edwards is the subject of our readers' Q&A this week. The 37-year-old has done all he can to prove his credentials in the discipline, and yet the pathway to the top of the sport is so complex that he has been unable to progress. Indeed, due to budget concerns, he is facing a year on the sidelines in 2022. That is a travesty for someone who has shown the ability to match and beat all who are on the same stages as him. He has some interesting thoughts about how the national rallying scene needs to wake up to this impasse. Turn to page 20 to find out more.

We are pleased to report that we aren't forced to print an obituary for our columnist-at-large David Addison this week. The commentator took to the race tracks for the first time in 22 years in the Pomeroy Trophy at Silverstone last weekend and survived long enough to give us an insight into one of the UK's most bizarre events. This is on page 16.

On page 18, Paul Lawrence takes a look back at the heady days of Production Saloon racing. It was a class that many scoffed at when it was introduced but it went on to become a breeding ground for future tin-top stars and it provided some of the UK's most competitive action.

Also, don't forget to let us know your nominations for Scotland's favourite motorsport hero through our online poll. For details of how to get involved, turn to page 15.

**Matt James**

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## MOTORSPORT NEWS

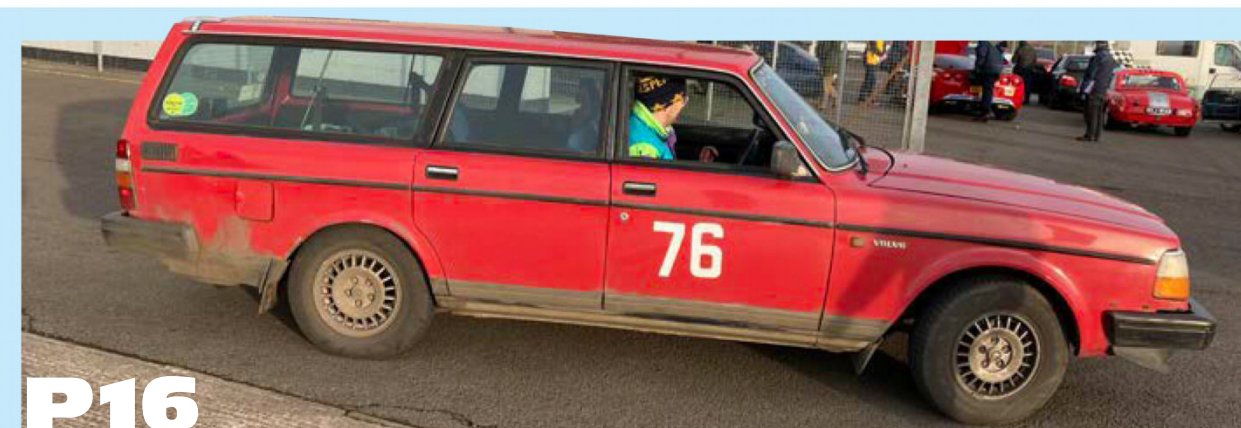
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# RACING NEWS

## HAMILTON ADMITS HE LOST FAITH IN F1 CHIEFS AFTER ABU DHABI FURORE

### British World title king says he is ready to fight again in fresh grand prix season

By Matt James

Lewis Hamilton says he is determined the controversy that surrounded the end of last season's Formula 1 title battle will not be one of the defining moments of his grand prix career.

The seven-time World title winner missed out on the 2021 crown when a call from race control late on in the Abu Dhabi race gave rival, Red Bull's Max Verstappen, an opportunity to overtake on the very last lap.

Hamilton maintained a low public profile since the defeat, fuelling speculation that he could walk away from the sport, but the Briton insisted he was ready for the 2022 battle.

At the launch of the W13, he said: "Of course at the end of seasons you think and the question is whether you're willing to commit the time and the effort that it takes to be a World champion. I think a lot of people underestimate what it takes to be a World champion. And there are so many moving parts. It's not just turning up and driving the car.

"The question is, do you want to sacrifice the time? Do you believe that you can continue to punch at the weight that you're punching? So that's a normal kind of mental process for me. But of course, this one was compounded by a significant factor.

"And I think ultimately, with a sport that I've loved my whole life, there was a moment where I obviously lost a little bit of faith within the system. But I'm generally a very determined person. And I like to think to myself like whilst moments like this might define careers,

I refuse to let this define mine. And so I'm focused on being the best I can be and coming back stronger."

Hamilton said he had been pleased with the action the FIA had taken in reshuffling race control duties (*see below, left*) and he was eager to see more consistency in decisions throughout 2022.

He added: "Whilst we can't change the past, and nothing will ever really be able to change the way and how I felt at the time, and how I feel about the situation, it is good to see that the FIA are taking steps to make improvements."

Photos: Ferrari, Mercedes, AlphaTauri, Williams



Hamilton says he is recharged

## Title not a given, says Mercedes F1 boss Wolff



Mercedes will revert to a silver colour scheme on the W13

Mercedes boss Toto Wolff says that his team is not guaranteed success despite having claimed the last eight straight F1 constructors' titles.

It launched the W13 last week before heading to Silverstone for its initial running in the hands of 2022 drivers Lewis Hamilton and new team-mate George Russell.

The car will revert to its traditional silver livery after having run in black for the last two seasons.

"The mindset of the team has always been the same over the last few years, that the point count goes back to zero," said team principal Wolff. "There is nothing from the previous years that will make you win the current championship. No credits to be taken, but also no sense of entitlement.

"Like every year, we are sceptical, whether we have done a good enough job, and that is the right mentality."

## MASI REPLACED AS F1'S RACE DIRECTOR AMID SHAKE-UP

Michael Masi will no longer be the F1 race director in a shake-up of how grands prix are operated by the FIA.

Masi (*right*) came under the spotlight after the controversial decisions at the end of last December's Abu Dhabi Grand Prix. A late-race safety car followed the incorrect procedure and, subsequently, Max Verstappen overtook Lewis Hamilton and claimed the World title.



The new race directors will be sportscar man Eduardo Freitas and Niels Wittich, who has DTM experience. The pair will alternate the position. Herbie Blash will return to race control in the role of permanent senior advisor on a full-time basis.

To further strengthen the system, FIA president Mohammed Ben Sulayem has also announced that there will be a remote race control away from the track itself, which it likened to the Video Assistant Referee in football.

The changes have been rubber-stamped by the teams and F1 CEO Stefano Domenicali.

Ben Sulayem said: "Michael Masi, who accomplished a very challenging job for three years as F1 race director following Charlie Whiting, will be offered a new position within the FIA."

"I presented this complete plan to the members of the World Motor Sport Council and the Senate who gave their full support. With this plan, FIA opens the way for a new step forward in F1 refereeing. Without the referees, there is no sport."

"That is why these structural changes are crucial in a context of strong development and the legitimate expectations of drivers, teams, manufacturers, organisers, and of course, the fans."

The FIA will no longer broadcast the messages from teams to race control and Ben Sulayem said the unlapping procedure after a safety car will be "reassessed".



## ALPHATAURI EMBRACES CHANGES

The wraps came off the new livery for the 2022 AlphaTauri, the AT03, as MN closed for press on Monday last week. While the initial images were based on a show car, the machine will hit the track in Barcelona this week. Yuki Tsunoda and Pierre Gasly will handle the car. Gasly said: "This year sees a huge change to the car as, due to the new regulations, the look and design is completely different. We won't know the true performance of the AT03 until we get it out on track at pre-season testing in Barcelona but so far, I think it looks great."

## WILLIAMS BEGINS ITS TESTING PROGRAMME



The new Williams FW44 hit the track for the first time last week. The car, which will be driven by Nicholas Latifi and former Red Bull racer Alex Albon, was shaken down at Silverstone last Tuesday. It sports a predominantly blue colour scheme. Williams F1 team boss Jost Capito said: "It was a great season for us, especially the step from 2020 to 2021. This result, the points and the podium, gave a boost to the entire team. I hope that this boost will show up in the performance of the FW44 this year."

## FERRARI CAUTIOUS OVER NEW F1-75'S EARLY PACE



Ferrari says it will take some time to unlock pace from F1-75

Ferrari bosses say it could take a few races for it to exploit the strengths of its new F1-75, which was launched last week.

The new machine, which features a novel solution to the nose section, will be driven by Carlos Sainz and Charles Leclerc in 2022. The pair got their first taste of the new machine, which has red and black bodywork, during a short demonstration run at Fiorano last week.

Ferrari chief Mattia Binotto said that progress on the F1-75 would be incremental as the squad got to grips with

the new machines, which feature ground effect to generate much of its downforce, as well as new 18-inch wheels.

Binotto said: "At the very start, there will be a lot of lap time to be found in the way that we are learning and we are exploiting the performance of the car."

"I'm expecting that is even going to take a few races. I don't think that will be to the best of the potential of the car in a single test."

The first F1 test is taking place in Spain this week and there are a further three days of running at Bahrain in March.



RACING NEWS

MICHAEL ANDRETTI EYES FORMULA 1 ENTRY FOR 2024 SEASON

American has contacted FIA to lodge interest in new grand prix team



Andretti drove a McLaren in 1993

By Matt James

American Michael Andretti has contacted the FIA regarding a Formula 1 entry for the 2024 season. The prolific team owner, son of 1978 World champion Mario, was in talks to take over the Alfa Romeo F1 team last season but the negotiations stalled.

However, Mario Andretti confirmed on social media last week that his son was investigating ways of starting his own bespoke operation. Mario Andretti posted: “[Michael’s] entry, Andretti Global, has the resources and checks every box. He is awaiting the FIA’s determination.” Michael, an IndyCar

champion and McLaren F1 driver, has run high-level teams in IndyCar, Formula E, sportscar racing, Extreme E and Supercars in Australia since forming Andretti Autosport. The team was created in 2003 when Andretti purchased a majority shareholding in Andretti Green Racing. He became sole owner in 2009. Since then, Andretti

Autosport has won three Indy 500s and the IndyCar crown with Ryan Hunter-Reay in 2012. To earn an F1 entry, Andretti would have to set down a \$200 million bond. The last new team to enter F1 was Haas, which joined in 2016. The last three new teams before that – Hispania Racing, Manor F1 and Caterham – all failed to



The former racer how has F1 sights

survive. F1 has introduced a budget cap which will run at \$135 million from 2023 onwards. Last year F1 CEO Stefano Domenicali said he wasn’t keen on expanding the grid. He told Autosport: “I can definitely tell you that after the introduction of the of the budget cap, we are receiving a lot of requests. But I do believe that it’s important to

keep the value of the actual franchises or teams, because that really can make the difference in terms of their sustainability. I would prefer to keep a better sustainability with the teams that are actually here.” F1 managing director Ross Brawn added: “With the 10 teams we have, 10 healthy teams in F1 is actually enough.”

THREE SPRINT QUALIFYING VENUES REVEALED FOR 2022

The winner of F1’s Sprint qualifying will earn eight World championship points in 2022 in each of the three events, which will take place at Imola, Austria and Brazil. The 100km race on Saturday was introduced last year and typically lasts up to 30 minutes. The finishing order sets

the grid for the main race on Sunday. The winners in 2022 will get eight points with the marks decreasing incrementally to one for eighth place. The FIA has also clarified that the driver who is fastest during Friday qualifying would be awarded ‘pole position’,

rather than the winner of the Sprint qualifying. An FIA statement said: “Following a review of the three Sprint events that took place in 2021 and a recognition by all that the format created positive benefits for the sport, three Sprint events were proposed for 2022, acknowledging this

as a sensible number in light of the pressures already on the teams for this season with the introduction of major changes to the regulations.” The Emilia Romagna GP takes place at Imola on April 24, the Austrian GP is on July 10 while the Brazilian race at Interlagos is on November 13.



Brazil will once again host F1 Sprint qualifying

BUTCHER: TOYOTA BTCC DEAL FOR 2022

British Touring Car Championship battler Rory Butcher says remaining with the Speedworks Motorsport team to handle its Toyota Corolla will help him to add consistency to his armoury. The Scot finished seventh in the points last year with three wins in his maiden season with the Cheshire team. His new deal means he will be sticking with the same model of car for a second season, something he has not experienced before. Butcher said: “It took me a little while to completely get to grips with the Corolla last year; there was a lot to adapt to, but once we clicked, we were quick everywhere. “We know we still have a few areas that need ironing out to maximise the car’s potential, but we have so much data to draw upon and with the pre-season development we have planned, there’s no reason at all why we shouldn’t be pushing for wins at every circuit.”



The Scot is back for 2022



There were no racing laps in the weather-affected '21 Belgian GP

F1 POINTS TWEAK AFTER 2021 BELGIAN FARCE

F1 bosses have revamped the points-scoring system in the event that a race is shortened following the confusion surrounding the 2021 Belgian Grand Prix. A storm meant the Spa circuit was unable to host the race last season and, despite the fact that the entire field only completed three laps behind the safety car, half points were awarded as the results were taken at the end of lap one. However, new rule tweaks mean that situation will not be repeated in

the future. No points will be awarded unless two laps have been completed by the leader without a safety car on track. If the race runs to less than 25% of its scheduled distance, six points will be awarded to the winner with only the top five scoring. If the race goes beyond 25% but less than 50%, the top nine will score with the winner earning 13 marks. If the race is halted between 50% and 75%, first place will earn 19 points with the rest of the top 10 finishers scoring.

TURKINGTON RELISHING HYBRIDS HE CONFIRMS BMW BTCC RETURN

Four-time title-winner Colin Turkington will once again line up alongside Stephen Jelley in the WSR British Touring Car Championship line-up for 2022. The Northern Irishman, who was runner-up to Ash Sutton in last season’s title chase, says that the new hybrid technology that is being introduced into the category this year will present a fresh challenge for all racers. He and Jelley will handle WSR’s BMW 330e M Sport machines alongside the sister MB Motorsport car of Jake Hill. Turkington, 39, said: “Because of the change in technology and weight, it’s going to be like starting with an all-new car for everyone on the grid, so being able to keep calm, maximise every points opportunity, stay reliable and race well will be more important than ever before. “It has the potential to create overtaking opportunities that previously didn’t exist and gives us all the chance to race more sustainably – which is something that’s very important to me.”



Turkington is back...

This year will mark Turkington’s 15th year with WSR since he made his BTCC debut in 2002. Jelley, a three-time BTCC race winner, rejoined WSR last season for the first time since 2009 and finished 12th in the standings. WSR team boss Dick Bennetts said: “Incorporating the hybrid system has meant we’ve had to make several design adjustments to the 3 Series, and that 2022 will be a learning year for us, but the intent from the BTCC is certainly positive.”

IN BRIEF

**Alfa is a goer** The new Alfa Romeo C42 Formula 1 car conducted its maiden mileage at the Ferrari test track Fiorano last week in a camouflaged livery. Although the car is not due to be revealed until February 27, the Swiss-based operation chose to get in some shakedown mileage ahead of the opening group F1 test of the season, which started at Barcelona in Spain yesterday.

**New deal for Austin** Bosses of the Circuit of the Americas in Texas have inked a deal to host a grand prix for the next five years. The Austin track was first included on the F1 schedule in 2012 and will remain in the line-up until at least 2026. It will be joined on the 2022 F1 line-up by the new Miami Grand Prix in Florida. F1 president and chief executive officer Stefano Domenicali said: “Austin is a great city, and the track is a favourite for all the drivers; we cannot wait to be back in October for more action and entertainment.”

**Otmar confirmed** The long-awaited news that Otmar Szafnauer will take up a new role at the Alpine F1 team as team principal was finally confirmed last week. The former Aston Martin man is due to be installed before the start of the new Formula 1 season at Bahrain on March 20. He will work alongside Bruno Famin, the new executive director of Renault’s engine division. Szafnauer said: “As one of the three car manufacturers involved in F1, Alpine is fully armed to achieve its ambition, I can’t wait to start the journey.”

**F1 interest rise** Television figures from Formula 1 bosses show that 107.8 million viewers watched last season’s grand prix showdown in Abu Dhabi. The statistics also say that the cumulative TV audience was up 4% on the 2020 benchmark with 1.55 billion tuning in. An average of 70.3 million watched each grand prix. One of the most significant figures for F1 bosses was a 58% increase year-on-year in viewership in the United States.

**Brit in at Alpine** Briton Ollie Caldwell will join the Alpine Academy Formula 1 line-up alongside FIA F3 runner up Jack Doohan. Caldwell, who was eighth in F3 last term, will step up to a full-time F2 drive with Campos Racing. Doohan will also race in F2 with Virtuosi Racing. The Academy line-up is completed by Caio Collet and Victor Martins, who have both been retained by Alpine for another year in the academy.



# RACING NEWS

Photos: Jakob Ebrey

## OBITUARY

**Jon Crook**  
1955-2022



Crook: respected

All at Motorsport News were very sad to hear of the passing of the British Racing and Sports Car Club's vastly respected chief scrutineer Jon Crook.

Crook, a long-standing BRSCC member, started as a scrutineers' marshal in the mid 1980s and progressed through numerous national and international events to become a fully licensed scrutineer and one of only 12 Motorsport UK appointed technical commissioners.

He oversaw, among other categories, the TVR Tuscan Challenge, Seat Cupras, Formula Ford and British GT, the last of which he continued to be associated with until his passing. Crook also assisted the FIA with various GT and drifting events around the world, including the first-ever FIA Intercontinental Drifting Cup.

He was viewed widely as tough, fair and professional, and Crook with wife Sue, another BRSCC stalwart, were regular and popular figures in the paddock during race weekends.

MN extends its deepest condolences to Sue as well as to the rest of Crook's family and his friends.



Stanley (I) and Halstead Fox duo had GT4 success in 2021



GT3 McLaren gets MTC bow

## FOX STEPS UP TO BRITISH GT'S TOP CLASS WITH HALSTEAD AND STANLEY

BTCC racer alongside multiple champion looking to spring surprises in GT3 McLaren

By Graham Keilloh

**Fox Motorsport will step up to the British GT championship's frontrunning GT3 contest this year with a McLaren 720S driven by regulars Nick Halstead and Jamie Stanley.**

The 720S was unveiled

alongside both drivers at the McLaren Technology Centre late last week ahead of the pre-season testing programme for Fox's first full-season British GT3 campaign.

Pro-Am pair Halstead and Stanley with Fox last year in a GT4 McLaren, on Halstead's category debut, finished ninth in

British GT's GT4 standings and second in the GT4 Pro-Am table.

Halstead has been a Fox fixture across several categories since making his race debut in the Ginetta GT5 Challenge in 2017 and taking the Am class title the following year. He also had a one-off British Touring Car Championship outing with

Excelr8 at Croft last season.

Pro driver and multiple sportscar champion Stanley meanwhile brings a wealth of GT3 experience, including being a podium finisher and outright pole winner in the International GT Open.

Halstead said: "We did a good job last year in what was my first

season in the championship and only just missed the GT4 Pro-Am title at the last round by a couple of points, but now's the right time to make the step up. I remember how good it felt when I first tested a 720S GT3 at Silverstone last summer and that was the point where I knew now was the time."

## BALFE BACK IN BRITISH GT WITH AUDI

Balfe Motorsport will race an Audi in British GT for the first time in this year's frontrunning GT3 category with boss Shaun Balfe back racing alongside GP2 race-winner Adam Carroll.

The team is a British GT regular and in recent times raced GT3 and GT4 McLarens. Now it will switch to the Audi R8 LMS GT3 evo II that it also raced in 2021's International GT Open with Balfe and Carroll driving. They took two outright

pole positions and four class podium finishes.

This effort marks Balfe's full-time return to British GT driving after finishing a close third in 2019's overall GT3 table, and with then-co-driver Rob Bell he was many people's championship favourite for 2020 before the team's entry was slimmed down on the campaign's eve amid Covid disruption.

For the vastly experienced

Carroll this is his first full British GT campaign.

Balfe said: "Adam and I get on well and make a really good partnership. We really gelled last year and I'm sure we can take that forward. British GT is a true Pro-Am series so we should be competitive."

Carroll added: "Hopefully we can win a few races and score podiums along the way, and we'll be in the hunt for the championship."



Balfe's Audi is unveiled under local Lincoln Cathedral



Greystone GT graduates to GT3 after sampling it in '21

## GREYSTONE GT RISES TO GT CUP FRONT

Greystone GT is making a full-time step-up to the GT Cup championship's frontrunning GT3 category this year with Iain Campbell and Oli Webb driving a McLaren 720S.

Campbell and European Le Mans Series champion Webb paired to race one of Greystone GT's McLaren 570Ss in GT Cup's GT3 category in 2021.

The Silverstone-based squad, in its maiden competition season last

year, also raced a McLaren 720S GT3 in GT Cup's final two rounds and took two GT3 podiums. Campbell and Webb also drove in Greystone GT's Gulf 12 Hours GT4 victory last month.

Team principal Mark McLoughlin said: "When we established the Greystone GT race team at the end of 2020, we set a target of being able to compete against the best GT teams in the world in

time. It feels like we're taking the next step towards that goal in 2022."

Greystone GT has also confirmed a second GT4 European Series entry. Ex-Formula Palmer Audi racer Tim Whale, back for his first full season in 20 years, and GP2 race-winner Adam Carroll share a McLaren 570S GT4 Pro-Am entry. Carroll drove a 570S for the team in GT Cup last season.

## NEW LIGHT PANELS EXPECTED FROM END OF MARCH

The firm installing Formula 1-style digital flag panels to five more UK circuits this season aims to start delivering the equipment at the end of next month.

The EM Motorsport-provided light panels, that will display more visible flag and race control signals to drivers, will be rolled out at Knockhill,

Croft, Oulton Park, Snetterton and Thruxton thanks to a Motorsport UK and British Motor Sports Training Trust venture (see MN, February 17). Silverstone, Brands Hatch and Donington Park already feature this technology.

EM Motorsport's deputy manager Luca De Angelis told Motorsport News: "We have

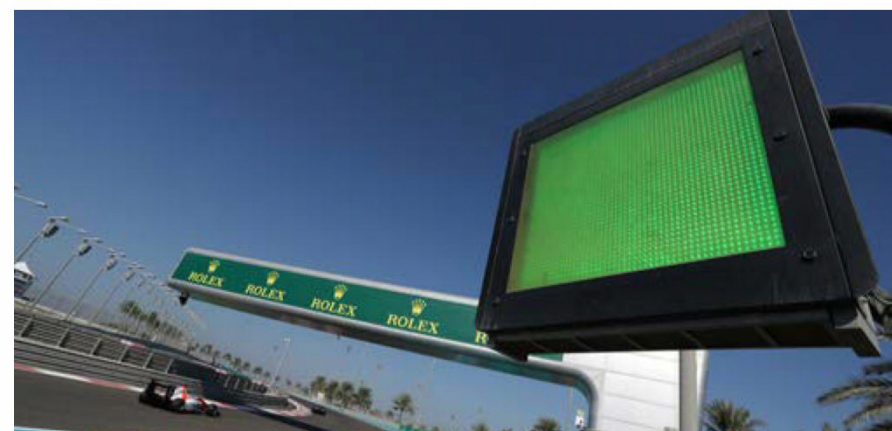
organised ourselves in a way that we are able to deliver everything that has been requested from the end of March. So this is the goal for us.

"There will be some circuits that will install the panels before the others, because after the panels' installation [there] is some training required to the personnel and

this may take some time.

"So I think it is correct introducing [them] one after the other so the integration is smoother.

"[There will be] an average of let's say 15 panels per circuit. Some will have less, some will have more, like Silverstone will have probably 18, some will have 12-13."



F1-style lights for marshals to arrive from next month



# RACING NEWS

# THREE F4 CHAMPION BRITS ADDED TO BRDC SUPERSTARS

## Bearman and Browning among four young guns added to prestigious programme

Photos: Jakob Ebrey, Dickon Siddall



British Formula 4 champion Browning joins famous BRDC scheme

By Graham Keillon

**Formula 4 champions Ollie Bearman, Luke Browning and Matthew Rees plus GT and prototype ace Seb Priaulx are the latest additions to the British Racing Drivers' Club's SuperStars youngsters' programme.**

Since the scheme's 2008 inception

over 100 young drivers have benefited from its tailored training, development and fitness programmes, as well as from access to the BRDC members themselves.

The programme's new quartet have seven championship titles between them, despite being an average age of just 18 years old. Bearman claimed last year's ADAC and Italian F4 titles, as



Rising star Bearman won two Formula 4 championships in 2021

well as Motorsport News's Rising Star of the Year award, while Rees succeeded Browning as British F4 champion.

Ben Tuck, Dan Harper, Dan Ticktum, Harry King, Jake Hill, Jonny Edgar, Phil Hanson, Tom Gamble and Zak O'Sullivan return to the SuperStars programme this year.

BRDC SuperStars programme director Andy Meyrick said: "I'm really pleased

with the group we have this year. The goal of the BRDC SuperStars is to prepare members to help them become professional racing drivers, so it's gratifying to see drivers like Sandy Mitchell become a Lamborghini factory driver and graduate from the programme. [The new quartet] are four incredible talents that I know we can help nurture into top-line drivers."

## LATEST SHORT TO RACE DAD'S ROVER IN MG CUP

Marcus Short, the latest racing son of multiple champion driver and team boss Martin, will compete in the MG Cup in a championship-winning Rover 216 GTi built by his dad.

Marcus plans to race in MG Car Club's season opener at Brands Hatch next month plus the Cadwell Park round in May to get licence signatures.

Le Mans victory contender Martin built the car three decades ago for Chris Berry, and Berry's team-mate Spencer Baker won the 216 GTi championship in it.

It will be 17-year-old Marcus's second

car race after sharing with Martin and older brother Morgan in last year's Silverstone C1 Challenge 24-hour race, wherein Marcus set the fastest lap of the trio. Morgan raced the 216 in MG Cup in 2020 and last year took MG Cup race victory driving a MG ZS 180.

Marcus told Motorsport News: "It's weird that that's [the 216] gone through all three of us now, I haven't driven it before so I'm quite excited to see what it's like."

"The main focus is just to finish the races because you need to finish them to get the signatures, and also to gain experience."



Marcus Short's older brother Morgan drove dad's Rover 216 in 2020



MG Trophy champion Kirkpatrick set for more modern outings

## CHAMPION KIRKPATRICK BACK IN MG TROPHY

Reigning MG Trophy champion Sam Kirkpatrick will return to the contest for at least some rounds this season having previously said he will focus on historic racing.

Kirkpatrick in his modern MG ZR 190 took a dominant MG Trophy title last year and also regularly raced his historic MGB. He said at the season's end he intended to prioritise MGB competition from 2022.

The 21-year-old has now decided to continue with both cars in '22, to fit around his university commitments, before deciding his next move. He will race his 190 at MG Car Club's Brands

Hatch mid-March curtain raiser and Cadwell Park's round two in May.

Kirkpatrick told Motorsport News: "I don't think we're planning on doing the whole championship but we saw there were some interesting rounds like Cadwell. I haven't driven at Cadwell since I was 15 so I wanted to go back there and do a proper race."

"We'll be doing quite a bit of MGB stuff [in 2022], because there's the 60th anniversary race at Silverstone [Equipe at MG Live] and a couple of others. It'll be interesting this season [in MG Trophy] now that there's a few more 190s."

## IN BRIEF

### King arises

The 2020 Porsche Carrera Cup GB champion Harry King will race full-time in the Porsche Supercup this year with frontrunner BWT Lechner Racing. The Berkshire 21-year-old made his debut in the F1 support contest last year, completing a part programme with Parker Revs Motorsport alongside seeking to defend his Carrera Cup GB crown. BWT Lechner Racing in Porsche Supercup has secured eight drivers' and 11 teams' titles, including a run in the latter of seven in a row from 2014 to 2020.

### Ayrton ascends

Last year's GB3 championship runner-up Ayrton Simmons will make a full-time graduation to Formula 1-supporting FIA Formula 3 this year with Charouz Racing System. Simmons, 20, made his FIA F3 debut with the squad at Sochi's season closer last year and this season will share a grid with fellow 2021 GB3 graduates champion Zak O'Sullivan and race-winner Reece Ushijima. "It will be interesting to race against some of the best young drivers in the world and to race on legendary tracks," Simmons said.

### Merc bags Brit

New British Formula 4 racer Daniel Guinchard has been added to the Mercedes Formula 1 team's young driver programme roster. British double karting champion Guinchard will make his single-seater racing debut this year in the British Touring Car Championship support category with the Argenti team.

### Taking the Flack

Australian Marcos Flack will step up to the GB3 championship this year, completing Douglas Motorsport's three-car line-up. The 15 year old raced in British Formula 4 last year, finishing 11th in the table with three podium places. He joins compatriot Tommy Smith and American Max Esterson at Douglas.

### Harrison hope

Nathan Harrison has switched from Team Hard to Redline for this year's Porsche Carrera Cup GB and is targeting this year's Pro-Am class title. The 2020 Mini JCW champion switched to the Porsche contest last year and finished fourth in the Pro-Am table with three class wins for Team Hard.

### Legends line-up

Legends Cars National Championship has a 34-car grid for the 2022 season. Its line-up includes reigning two-time champion Miles Rudman plus fellow champions John Mickel, Daniel Clark and Rob Fountain. Its rookie line-up, meanwhile, includes Ben Higgins, son of three-time British rally champion Mark Higgins.

### Brit boosted

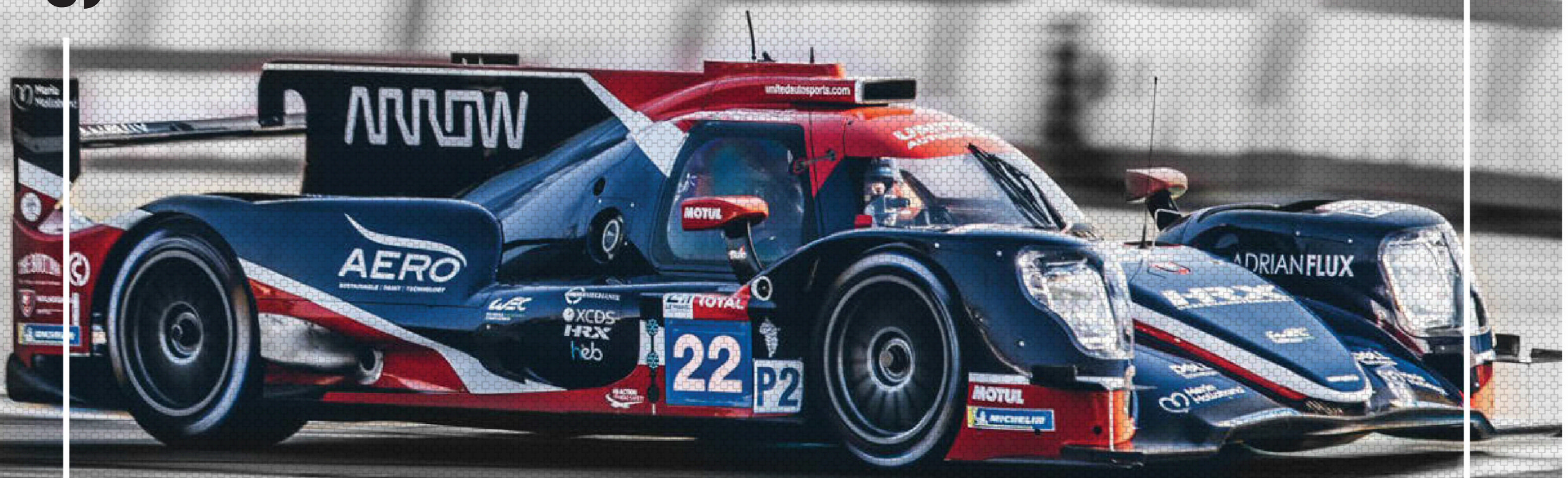
All-disabled Team Brit has appointed former Nissan COO and former Aston Martin CEO Dr Andy Palmer as team ambassador. Palmer is an automotive executive with more than 42 years' experience in the industry and his role for the team aiming to become Le Mans' first all-disabled entry will include liaison with the ACO plus sponsorship advice, introductions and guidance.



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# RALLY NEWS

Photos: mcklein-imagedatabase.com



## JOHNSTON TIPS KATSUTA TO SHINE ON RALLY SWEDEN CHALLENGE

Co-driver thinks Japanese driver will feel strong after pre-event test

By Jason Craig

Aaron Johnston has told Motorsport News that he's expecting big things from Takamoto Katsuta on Rally Sweden, which covers an all-new route in the northeast of the country from tomorrow (Friday).

Toyota's development driver shot to prominence on Rally Sweden in 2018 when he beat local hero and defending champion Pontus Tidemand to the WRC2 victory.

And Irish co-driver Johnston believes the Japanese Rally1 contender will "push a fraction more" this weekend as he challenges for a podium finish.

"Sweden is one of the events we identified before the start of the season as somewhere we feel strong,"

### ESSENTIALS

#### Rally Sweden

February 24-27

WRC round 2/13

Base: Umea

Surface: Snow/ice

Stages: 17

Distance: 164.54 miles

Johnston told MN, "Estonia, Finland and New Zealand would be the others. For sure we will be trying to push a fraction more to try and achieve the very best outcome."

Katsuta relocated to Finland five years ago and has grown accustomed to driving on snow and ice during that time. He's set to start fifth on the road in Sweden and has completed two days of

testing in the Toyota GR Yaris Rally1. "It was very productive," said Johnston, 27. "We spent two full days in the car and everything is working well, the confidence is good. Snow and ice are surfaces Taka is happy on – that was clear to see."

Of their starting position for the opening leg tomorrow, Johnston added: "We both know Friday is going to be an important day, a huge day in terms of trying to minimise time loss. But if we can stay within touching distance [of the podium places] at the end of Friday we will have a much clearer idea of where we are going come Saturday. Anything is possible, especially this year with the event taking place in a new part of Sweden and drivers having little experience of the roads."

## EVANS AIMS TO EXPLOIT THE ROAD ORDER TO RESTORE WORLD TITLE AMBITIONS

Elfyn Evans plans to capitalise on his lowly road position as he bids to get his World championship challenge back on track on Rally Sweden.

Welshman Evans is set to start in sixth place on leg one in the Toyota GR Yaris Rally1 he shares with Cumbrian co-driver Scott Martin.

The 2020 event winner, who crashed out of the victory fight on the Monte

Carlo Rally last month, said: "We didn't start the year how we wanted to, but the one small benefit is that our road position should be a bit better. We want to capitalise on that as best as we can."

"Overall I'm feeling comfortable – although it is always hard to tell exactly how fast you are on this surface because things like traction vary depending on the conditions. We've been looking through

the videos of the stages, and they look very fast in places but also with some very narrow and technical sections."

Evans is ninth in the standings on four points, 11 behind Irishman Craig Breen, who heads the M-Sport attack in his Ford Puma Rally1, and 13 adrift of his Toyota team-mate Kalle Rovanpera, who starts first on the road on Friday's opening leg.



A lower road position could be a boost for Briton Evans in Sweden

## YPRES RALLY CONFIRMED TO FLESH OUT THE WRC ROSTER

As expected (*Motorsport News*, February 17), the Ypres Rally will replace the planned Rally Northern Ireland on the 2022 World championship calendar.

The Belgian Tarmac classic will fill the August 18-21 slot having originally been scheduled to run from June 23-25, albeit as a round of the national championship.

Although full route details are under wraps, all three days of competition are set to be based within the Flanders region in the northwest of the country with no away day in Wallonia to the southeast, as was the case in 2021.

Ypres' inclusion follows an electronic vote of FIA World Motor Sport Council

members last week and means all 13 calendar slots are now taken.

While there were some operational issues highlighted when the first Ypres Rally to count for the WRC took place last summer, the event remains a big draw for fans, if not crews from outside Belgium due to its highly specialist nature.

Barum Czech Rally Zlin, a European championship stalwart, was also considered for the vacant slot. WRC Promoter chief Jona Siebel said: "We were hugely impressed with the professionalism and plans from the organising team in Zlin. The door remains open to their WRC ambitions."



The World Rally Championship stars will return to the Ypres Rally in 2022



End of a partnership: Ingram and Whittock have now split up

## BRITON INGRAM AND CO-DRIVER WHITTOCK SPLIT FOR 2022 SEASON

Chris Ingram and Ross Whittock have announced their shock decision to split after 29 events and one FIA European Rally Championship title together.

They became the youngest ERC champions in 2019 and were one event into their WRC2 campaign in a Toksport-run Skoda Fabia Rally2 Evo.

But they've now called time on a partnership that began on Rally di Roma Capitale in 2017.

"We achieved so much together,

but the time has come to part ways as a crew," Ingram said. "I would like to wish Ross the best of luck in the future and thank him and his family for their support."

Whittock added: "The split has marked the end to a successful chapter of my career, with the decision coming to help benefit both of our careers in the sport. There will be new opportunities for me and I'm excited to start a new chapter in my career."

## REINDEER THWART TWO STAGES OF RALLY SWEDEN

Rally Sweden will be 25 miles shorter than planned after reindeer movements around the event route led to the axing of both runs through the Ortrask stage on Saturday.

The high-speed stage, a favourite on the Swedish championship Rally Vannas, was due to run on Saturday morning and again in the afternoon. Its cancellation has cut the event's competitive distance to 165 miles.

Rally Sweden boss Glenn Olsson said: "Unfortunately, due to unexpected reindeer movements caused by the current weather, farmers have come back to us to say that access is no longer available. While a range of solutions have been offered and considered by both parties, unfortunately we have been unable to find a solution to allow the stage to take place."

WRC Promoter event director Simon Larkin said: "WRC Promoter and the FIA respect Rally Sweden's decision. The move north to Umea is a positive step for the rally and we're confident of a successful event and a long-term future in the region."



Reindeer are causing woe



# RALLY NEWS

## OBITUARY

**Bob Milloy**  
1949-2022



BRC voice: Milloy

Motorsport News was incredibly saddened to learn of Bob Milloy's passing last week. He was an undercover hero of British national rallying, appearing at events up and down the country performing start and finish ramp interviews and in-stage commentary for a number of years.

Originally a road rally navigator in the 1970s, Milloy progressed into stage rallying as well as being a regular race marshal and Motorsport UK steward. He was the chairman of Association of North Western Car Clubs for 28 years; only stepping down this year to make way for a younger successor.

Perhaps not instantly recognisable to fans, just about every competitor up and down the country will have been interviewed by Milloy throughout their career. Passionate, cheeky and occasionally stubborn, his quick wit, knowledge and sheer love of rallying were infectious and helped endear him as one of the treasured members of the rallying family.

Milloy's presence will be sorely missed at events up and down the country this year and beyond. MN would like to express its condolences to all of his family and friends.

**John Fife**

# MEEKE SETS SIGHTS ON RALLY RAID PROGRAMME FOR DAKAR

Photos: mcklein-imagedatabase.com, Jakob Ebrey



Meeke wants a desert assault

## Northern Irishman tempted to chase FIA World title honours

**By Graham Lister**

**Kris Meeke isn't ruling out a return to the World Rally Championship with Skoda but has told Motorsport News that his heart is set on a Dakar comeback.**

The Northern Irishman, a five-time winner in the WRC, is part of a pool of drivers involved in the testing of the Czech make's new-generation Fabia Rally2 and joined Emil Lindholm and Andreas Mikkelsen during a multi-day test in Finland recently.

But he's also working on a future World Rally-Raid Championship programme with the Saudi Arabia-based Dakar, which he contested for the first time in 2021, the ultimate goal.

"I'd love to be in Dakar in a top car but it's not easy to break through and get that chance," Meeke told MN. "Dakar is so much about experience, but I'm really motivated to generate a

chance and I'm working on that."

Asked how the creation of the WRC could help his efforts, Meeke said: "It's really good for the sport the fact a manufacturer can be a World champion and a driver can be a World champion. From my first Dakar in 2021 it just really appeals to me the adventure side of it, the skill set required, the navigation, it really intrigues me. But there's nothing confirmed either way for Dakar or anything with Skoda."

Meeke, 42, has rallied sporadically since the end of the 2019 WRC season, which he contested in a factory Toyota Yaris, but his car development and engineering skills are well known.

"I still love driving cars, that's always what I've done," Meeke said. "I've loved to be away from the spotlight [testing], working with the engineers. I've really enjoyed my work with [Skoda], they're a top-class team, but I've no idea if it's going to lead to anything or not."

## RALLYING NEEDS TO BE PROACTIVE ON SUSTAINABILITY, SAYS BRC CHAMPION

Three-time British Rally Championship title winner Matt Edwards believes that the sport must redress the negative association attached to using fossil fuels and sell rallying's sustainability messaging better if it is to survive.

The 37-year-old Welshman told Motorsport News that motor manufacturers and their suppliers, who once used rallying as a showcase for their engineering prowess, now focus on promoting their electric vehicle technology, even though this represents only 11% of new car sales in 2021.

"The thing that is missing is the springboard – the chance to go and compete beyond the BRC," Edwards said during his MN readers' Q&A (see page 20).

"Nobody is looking here in Britain for international talent to go into a works team... I don't know why that investment isn't there. I think perhaps it goes back to the green angle, to be seen promoting electric cars and talking about being carbon neutral rather than rally cars. It's fairly disheartening."

Edwards called upon the UK's sanctioning body to make a clearer case for

rallies to be held, particularly in the face of increased pressure to justify the environmental impact of using British forests to host motorsport events.

"I think that's where Motorsport UK is lacking in proactivity," Edwards said.

"Rallying comes with a 'hard carbon' cost, we're using petrol in the cars and there are emissions that come from that. But there's a lot of carbons emitted by a music event and the mess that gets left behind coupled with the lack of respect for the environment at the event is horrendous."



Edwards has urged the governing body to get more involved



Kyle White thinks Ford has sewn up Irish Junior scene

## WHITE: NO INCENTIVE TO COMPETE IN JUNIOR ITRC

Peugeot driver Kyle White believes that there is no incentive to take part in the Junior category of the Irish Tarmac Rally Championship unless driving a Ford Fiesta.

The Irishman will return to the Junior British Rally Championship for a second season in 2022 at the wheel of a brand-new Peugeot 208 Rally4. His aim is to claim the junior champion's prize drive in a Hyundai

i20 N Rally2 on a World Rally Championship event.

In contrast the ITRC, which has returned to action in 2022 after a two-year Covid layoff, is offering the major prize of a fully-funded outing on the European Rally Championship's Barum Czech Rally Zlin on August 26-28 only to the highest-placed crew in a Ford Fiesta Rally4, with the second-

highest Fiesta crew earning a test in an M-Sport built Fiesta Rally3.

"It may be nice to get a couple of rounds done but I think that the ITRC has a prize up for the first Fiesta home more than anything," White told Motorsport News. "There's no real incentive for anybody without a Fiesta to do it... it wouldn't really benefit me to do more than that."

## LEADING BRITISH MOTORSPORT FIGURES JOIN FIA'S NEW TEAM

A total of 22 members of the British motorsport community have been appointed as delegates on the FIA Commission following the election of Mohammed

Ben Sulayem as president, with several key figures from rallying in the mix.

BTRDA chairman Mike Broad will be the rallying delegate, former Prodrive

marketing guru Hugh Chambers has been named as esports delegate. Prodrive veteran David Lapworth is Cross-Country Rally delegate. Former World and British rally

and British touring car medic Dr Paul Trafford is the new medical delegate and Elfyn Evans' co-driver Scott Martin will act as the drivers' representative.

Co-driver Mike Broad (pictured) has joined FIA





Photos: Nick Church Photography, Jakob Ebrey



Llewellyn (l) will be joined by Ross Weir (r)

# LLEWELLIN GETS ASPHALT CHANCE WITH WEIR RALLYING

## Welsh ace to twin Ford Escort outings with BTRDA attack

By Luke Barry

**Tom Llewellyn, son of two-time British Rally champion Dai, will contest a full Asphalt Rally Championship season in an historic Ford Escort Mk2 alongside his BTRDA Gold Star commitments in a Mitsubishi Mirage R5.**

Competing for Weir Rallying that ran Alex Allingham in the past few years, Llewellyn will be co-driven by Ross Weir and is looking forward to building his experience – particularly

with writing his own pacenotes.

Llewellyn told MN: “There’s a massive amount of experience I can gain from this opportunity so we’re just going to try and use it as best we can. I haven’t done any Tarmac since juniors so it’s certainly going to be a bit of a challenge and a new experience, but it should be good.”

Llewellyn, 20, will enter the AGBO Stages at Weston Park as a pre-season shakedown ahead of the Asphalt season, one week after the Malcolm Wilson Rally that kickstarts his forest campaign. But Llewellyn sees his two-pronged

programme as a benefit not a hindrance.

“I don’t think it’ll be a big problem [adapting] because the cars are so different to drive, and also different surfaces. I think it’s going to be such a contrast that it shouldn’t be a problem,” he said.

“There’s only one clash, which is quite lucky, and that is Rali Bae [Ceredigion] clashing with Woodpecker. I think for me it would be the Asphalt [that takes priority]. I’ve done the Woodpecker a few times and I just feel that more Tarmac experience is probably better.”

## JONES BACK TO MIXED SURFACES IN NATIONAL RALLY CUP CAMPAIGN

Brecon-based driver Craig Jones will return to gravel events for the first time since 2017 when he contests the 2022 BRC National Rally Cup.

The asphalt specialist is relishing the prospect of returning to action in a multi-surface championship after sticking with asphalt in recent seasons. He told Motorsport News: “The spacing between rounds works well for us and [the series] includes the Clacton and Ceredigion

Rallies, which we have done before.

“Also, three rounds are based locally so we can keep accommodation costs down. We have not driven in forests since the 2017 WRGB National Rally.”

Jones will campaign a two-litre Ford Fiesta Proto 4x4, which uses the engine from his previous Mitsubishi Lancer E9. Co-driver, Ian Taylor was unavailable in 2021 but returns this year, replacing last season’s stand-in, Shaun Layland.



Jones is a former Lancer entrant

## ROAD RALLY ROUND-UP

### Williams and Flynn hold the nerve for glory

Tom Williams/Gareth Flynn emerged from a tight two-way battle for the lead to take victory on the Valentine Trophy Road Rally.

Despite the event being restricted to Novices and Beginners, the 40-car entry was oversubscribed and 42 cars took the start at the Anglesey circuit.

The rally opened with a one-mile test at the start venue. Top seeds Iwan Jones/Iwan Roberts were fastest here by three seconds. Williams/Flynn tied with Iwan Bowness/Tomos Shakespeare for second fastest time.

The road section of the event was 75 miles long and was split into seven sections. For six of these Jones/Roberts

maintained their lead, taking best time on all of them. However, Williams/Flynn were on their tail throughout and, with just the final section to go, they were only 17s behind the leaders.

The matter was decided when Jones’ Ford Ka developed a bad misfire, he dropped over three minutes on the last section, while Williams/Flynn picked up 27s and stormed through to take the win.

Ceri Hicks/Dewi Jones had been in 10th place at the halfway point, but were the fastest crew in the second half and came up to take the runner up spot at the Finish.

The Beginners Class win and the Valentine Trophy

went to Chloe Louise Thomas/Catrin Jones, who were the only competitors in their category to complete the route without a fail.

Iain Mills

### Results Valentine Trophy Road Rally

**Organiser:** Caernarfonshire & Anglesey Motor Club **When:** February 12-13 **Where:** Anglesey **Championships:** None **Route:** 75 miles + 1 test **Starters:** 42.  
1 Tom Williams/Gareth Flynn (Ford Escort) 6m05s; 2 Ceri Hicks/Dewi Jones (Mazda MX-5) +1m44s; 3 Alun Barnes/Catrin Enlli (Subaru Impreza); 4 Gareth Edwards/Dylan Jones (Escort); 5 Iwan Jones/Iwan Roberts (Ford Ka); 6 Dafydd Jones/Carwyn Evans (Nissan Micra); 7 Ben Jones/Carwyn Roberts (Ford Fiesta); 8 Elen Jones/Harry Jones (Toyota Corolla); 9 Alan Evans/Rhys Jones (Fiesta); 10 Iwan Bowness/Tomos Shakespeare (Peugeot 206 GTI) **Class winners:** Beginners: Chloe Louise Thomas/Catrin Jones (Citroen C2)

## DAVIES DESPERATE TO GET BACK AT IT IN R5

Dylan Davies is relishing the chance to compete in the Welsh Rally Championship this year with his Skoda Fabia R5, having not driven the car since the Malcolm Wilson Rally two years ago.

Davies had planned a BTRDA and Welsh championship assault in 2021 but a road traffic accident ruled him out of the first round, and Garry Pearson then hired the car and took it to an unprecedented four

national titles. Davies’ campaign will begin with Rally North Wales on March 26.

Davies told MN: “I was desperate to get back out but Garry started something and I didn’t want to stop that from happening as he led all four championships, but I’m desperate to get back now. I would like to fight for the championship don’t get me wrong but a lot of the guys have done a season’s worth of rallying

while I’ve been servicing cars instead so I need to be quite realistic about what I can do. The other guys they don’t stop rallying at the moment so I need to be doing the same if I want to beat them.”

There has also been some interest in hiring Davies’ Fabia for BRC rounds, but Pearson won’t be driving it. Davies said: “He [Pearson] is doing the BRC this year but it won’t be with us.”

## KILLARNEY RALLY COMPETITOR DIES AFTER CRASH

The Irish rally community was in mourning following the loss of a 22-year-old driver on the fourth stage of the Killarney Rally last Sunday.

The competitor, who had not been officially named when Motorsport News went to press, was taking

part in the opening round of the National Forest Rally Championship when his car went off the road on the fourth special stage of the event, Mount Eagle, which all crews had previously negotiated without incident on the opening loop.

Emergency services were rapidly on the scene where the driver was taken by ambulance and then airlifted to Cork University Hospital. The co-driver followed by ambulance as their injuries were not considered to be life threatening.

## QUESTMEAD STAGES: BY PHIL JAMES

FEBRUARY 20

## FORD FIESTA MAN KELLY HOLDS THE ADVANTAGE THROUGHOUT QUESTMEAD STAGES BATTLE

Mark Kelly and Neil Colman headed the standings throughout the Questmead Stages to bring their Ford Fiesta R5 home 13 seconds clear of the VW Polo GTi R5 of John and Alex Stone.

Quickest from the off, Kelly set fastest time on each of the first five stages but was caught out with the wrong tyres when the heavens opened as crews queued for stage six. Stone was quickest

but only reduced Kelly’s 16s advantage by two seconds as the rally reached its scheduled midpoint.

Stone then set two further fastest times but, with the final two stages cancelled as a result of the monsoon-like conditions, Kelly claimed the victor’s spoils. Mark Jasper and Don Whyatt showed that, despite its age, their MG Metro 6R4 was still a force to

be reckoned with having held third place from start to finish ahead of a posse of more modern machinery.

Three crews fought tooth-and-nail for fourth place. Simon Bowen and Richard Robinson eventually came out on top in their Ford Fiesta S2000T, despite only using a stock of old tyres. Jason and Lee Wilson settled for fifth in their Darrian T90 GTR

while Fiesta Rally2 pairing Jonathan Mounsey and Richard Wardle finished sixth.

Having secured seventh place on the second stage, Mark Roberts and Stephen Landen stayed there through to the finish despite a brief off-track excursion in their Fiesta S2500. After suffering a misfire and surviving a spin, Nigel Worswick and Sophie Buckland’s Fiesta

S2000T finished ninth, sandwiched between the Ford Escort Mk2s of Dave Roberts/Nigel Perkins and Berwyn and Mari Haf Evans.

**Results**  
**Organiser:** Warrington & District Motor Club  
**When:** February 20 **Where:** Three Sisters Race Circuit, Wigan **Championships:** ANWCC; SD34; 6r4.com Three Sisters Rally Challenge; Mini Challenge **Stages:** 10 **Starters:** 58.  
1 Mark Kelly/Neil Colman (Ford Fiesta R5) 25m04s; 2 John Stone/Alex Stone (VW Polo

GTi R5) +0m13s; 3 Mark Jasper/Don Whyatt (MG Metro 6R4) +43s; 4 Simon Bowen/Richard Robinson (Ford Fiesta S2000T); 5 Jason Wilson/Lee Wilson (Darrian T90 GTR); 6 Jonathan Mounsey/Richard Wardle (Ford Fiesta Rally2); 7 Mark Roberts/Stephen Landen (Ford Fiesta S2500); 8 Dave Roberts/Nigel Perkins (Ford Escort Mk2); 9 Nigel Worswick/Sophie Buckland (Ford Fiesta S2000T); 10 Berwyn Evans/Mari Haf Evans (Ford Escort Mk2). **Class winners:** A: Michael Denton/Karen Phelps (Nissan Micra); B: Rob Jones/Chris Cooke (Fiesta); C: Robert Veson/Russell Robertson (Ford Ka); D: Wilson/Wilson; E: Stone/Stone.



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# SPORTING SCENE NEWS



An impression of Harris's reworked Mini

Photos: Steve Harris, Extreme E, Hal Ridge

## HARRIS PLOTS ALL-ELECTRIC MINI RALLYCROSS ASSAULT

Experienced racer all plugged in for British campaign in 2022

**By Hal Ridge**

**Ex-Supercar racer Steve Harris will return to the British Rallycross Championship 5 Nations Trophy top flight this year with an all-electric four-wheel-drive Mini RX.**

Having owned the Prodrive-developed Mini RX project for several years, Harris has decided to convert the machines to electric specification. He will use an ERX powertrain kit produced by Austrian firm STARD and it will be first electric four-wheel-drive rallycross machine in the UK.

The car is being engineered in the UK by Petter Solberg's former

rallycross engineer Simon Levett and his Sim-Tech Solutions company and is expected to be completed in time for the opening rounds of the series at Lydden Hill on Easter weekend (April 16-18).

Harris was one of several drivers to test a STARD electric Ford Fiesta Supercar at the Kent venue last year and with 450kW (613bhp) combined power and 1100Nm of instantaneous torque from its three motors, it is expected to deliver equivalent performance to existing internal combustion engine machines.

"I've had the Mini for a while. It needed money spending on it to fit an [ICE] engine and transmission

to make it competitive but that could have been out of date in two- or three-years' time," said Harris. "The initial price wasn't a lot different to convert the car to using an electric powertrain and then the running costs are less too, so I thought I'd jump in to have the first electric Supercar on the grid in the UK."

"The Mini's chassis is proven so together with STARD's electric powertrain, it should be an interesting package. I'm a petrolhead – I've still got my Group B Ford RS200 – but this is a way to embrace the future and the electric technology fascinates me. It's the best of both worlds."

## HYDROGEN-POWERED OFF-ROAD SERIES TO JOIN EXTREME E

Bosses of the electric off-road series Extreme E series have revealed planned to launch a hydrogen championship in 2024 called Extreme H.

The new series will race at the same events as Extreme E, with separate categories, combined racing or a full switch to hydrogen all being options currently under consideration. The plans are for a hydrogen fuel cell to replace the battery as the Extreme E

car's main energy source.

Extreme E founder Alejandro Agag said: "Extreme E was designed to be a test bed for innovation and solutions for mobility. It has become increasingly clear to us that creating a hydrogen racing series is a natural evolution of our mission to showcase the possibilities of new technologies in the race to fight climate issues."

"Together with the current Extreme E Teams we will decide

in the coming months the best way to integrate the hydrogen-powered cars into the racing weekend. Two separate categories, full transition to hydrogen or joint racing are all options on the table."

The Extreme E powertrains, used in the electric ODYSSEY 21 machines, are expected to be retained.

JB XE team owner Jenson Button said: "For Extreme E to be evolving into Extreme H is

incredibly exciting and a brilliant step forward in such a short space of time for the series. To see racing of this calibre powered by hydrogen cells, which will allow for even more racing with less impact, is remarkable."

Hydrogen cars are already planned to compete on the Dakar rally from 2024, with French firm GCK working on its e-Blast H2 machine to run in selected stages of the annual event early next year.



Plans are being drawn up for hydrogen-powered Extreme H

### MIDLAND HILLCLIMB HEADS FOR ANOTHER RECORD YEAR

The Midland Hillclimb Championship is set for another record-breaking year in 2022.

After setting a new mark of over 150 registered contenders last season, the nine-event, 18-round championship could be even more popular this season as demand for entries continues to grow.

The MHC was created in 1980 and is shared between Prescott, Loton Park and Shelsley Walsh, with all three venues each hosting three events. The season starts at Prescott on April 23-24.

Championship co-ordinator Bill Pardoe reports strong demand for the coming season. "After the cancellation of 2020 due to Covid, we had more 150 registrations last year and 130 of those scored points," said Pardoe.



Midland series is filling up



## FINCH PREPARES FOR HIS CLIO CAMPAIGN

Retro Rallycross racer Mark Finch will race a Renault Clio in the Production category of the BTRDA Clubmans rallycross series this year. Finch ran the car for the first time at the championship's well-supported pre-season test day at Blyton Park last Sunday. Michael Boak's plans to test his recently-acquired Skoda Fabia Supercar were cut short due to technical issues during a shakedown at Teesside Autodrome earlier in the same week, that were unable to be resolved in time for running at Blyton.

### EXTREME E: DESERT X-PRIX BY HAL RIDGE

## RXR PICKS UP WHERE IT LEFT OFF IN DESERT X-PRIX

Johan Kristoffersson executed a stunning last lap and late overtake final to claim victory at the Desert X-Prix in Saudi Arabia.

Kristoffersson and new Rosberg X Racing team-mate Mikaela Ahlin-Kottulinsky didn't have things all their own way through the opening round, as X44 pairing Sebastien Loeb and Christina Gutierrez continued their unbeaten run of top qualifying positions from season one. RXR made it into the final despite finishing third in semi-final 1, Nico Rosberg's team finishing 0.1 seconds behind Xite Racing pairing Oliver Bennett and Tamara Molinaro, but RXR was promoted when the Xite car picked up a 10s penalty after Bennett

hit a way point flag. X44 won the first semi, but it was semi-final two winners Chip Ganassi Racing (Sara Price and Kyle LeDuc) who chose their grid position for the final first thanks to winning the fan-vote grid play system.

In the final, Loeb made the best start, but Carlos Sainz drove around the outside of into the first way point, El Matador leading the opening lap throughout. Behind, McLaren driver Tanner Foust, unsighted by bad dust, hit the rear of RXR's machine in a battle for third and endured a big roll.

The race was red flagged and recommenced following the driver switch zone. The cars were dispatched at the same intervals they finished the



Kristoffersson pulled off a dramatic last-gasp pass to take victory

opening tour. Laia Sanz led for Acciona Sainz followed by Gutierrez but, running third, Kristoffersson was on a massive charge. He survived a two-wheeled moment, overtook Gutierrez using the hyper drive feature then dived down the inside of Sanz. He ran wide onto an until-then unused part of the course but maintained the momentum to

cross the finish line first. Sanz finished second with Gutierrez third.

**Results**

**Final:** 1 Johan Kristoffersson/Mikaela Ahlin-Kottulinsky (Rosberg Extreme Racing) 27m08.453s; 2 Laia Sanz/Carlos Sainz (Acciona Sainz) +2.483s; 3 Sebastien Loeb/Christina Gutierrez (X44) +5.807s; 4 Sara Price/Kyle LeDuc (Chip Ganassi Racing) +25.202s; 5 Emma Gilmour/Tanner Foust (McLaren) +1 lap.



# HISTORICS

## DOWN THE WORKSHOP

### ERA R4D

**Current owner:** the Fidler family



Ex-Raymond Mays machine

#### It was a 1935 car

The car that became ERA R4D started life in 1935 when it was originally built as R4B and used chiefly in speed events by Raymond Mays, notably with wins at Shelsley Walsh. It also ran at the 1935 German Grand Prix, driven by Mays and Ernst von Delius. For 1937 it was modified to C-Type specification and the steering box was reversed to better suit May's left arm, weakened by a childhood deformity.

#### It was developed

In R4B/C, Mays won the 1937 Picardy Grand Prix in France and took the Shelsley record down to 39.09s but he would go even faster in 1938 and '39 when the car was further developed with a lighter chassis to bring it up to D-type specification. R4D was ready for the 1938 season and that is it pretty much how it has remained for the following eight decades.

#### Post-war success

Shortly before the Second World War, Mays bought R4D from the ERA factory and it was then stored away during the war. In June 1946, Mays and R4D were back at Shelsley and winning once more, though it would be 1948 before he got close to his 1939 record. In 1947 he won the inaugural British Hillclimb Championship and won it again the following year.

#### Another BHC title

Mays retired from competition at the end of 1950 and concentrated on his fledgling BRM Grand Prix project. The glory days for R4D were not over as Ron Flockhart and then Ken Wharton campaigned it with success and Wharton won the 1954 British Hillclimb title.

#### It moved into historic racing

Flockhart sold R4D at the end of 1956, by which time it had won the Brighton Speed Trials seven times. After various owners in the 1960s, it came back to historic racing with a run of owners including Neil Corner, Nigel Moores, Anthony Bamford and Anthony Mayman.

#### It is still active

In 2000, R4D was taken over by Mac Hulbert who raced and hillclimbed it. He also loaned it to Julian Bronson to score success at Monaco. Now, this piece of racing and hillclimbing history is owned by Brian and Ben Fidler and continues to be campaigned in a range of suitable events.



Screamers by Minardi and Tyrrell will feature



Photos: Paul and BenLawrence

## BUMPER FORMULA 1 DEMO PLANNED FOR SILVERSTONE HIGHLIGHT

### The Classic set to echo to the sounds of glorious grand prix powerplants

By Paul Lawrence

**Some of the best-sounding Formula 1 cars of all time will take part in high-speed demonstrations sessions at The Classic, Silverstone in August.**

Around 20 V8, V10 and V12-engined cars, as raced from 1989 to 1997, will make a fabulous spectacle on the Grand Prix circuit on each day of the event (August 26-28).

Organised by the Ignition GP

operation, fronted by racer Jonathan Kennard, cars from McLaren, Williams, Ferrari, Benetton, Lotus, Jordan and Tyrrell are all due to deliver an incredible noise from engines that revved to nearly 20,000rpm in period.

Kennard said: "We have brought back the terrific noise, energy and thrill of these wonderful cars for people to experience once more – or perhaps for the very first time – and we couldn't be

more excited about it. Back then drivers like Ayrton Senna, Alain Prost, Gerhard Berger, Damon Hill, Michael Schumacher and Nigel Mansell really were powerful athletes, wrestling with their cars with minimal or no driver aids, wheel-to-wheel, sparks flying from their floors. And then, above all, there is the utterly compelling noise – utter bliss for any true race fan.

"For me you can forget opera singers when you have growling Cosworth V8s, screaming

Renault V10s and wailing V12s from Honda and Ferrari," continued Kennard. "It is this emotion that we have worked so hard to reintroduce at Ignition GP."

Last year at the Classic, Damon Hill was reunited with his 1996 title-winning Williams FW18 for some demo laps. This August will be the first time a grid of these cars will have been unleashed onto the Silverstone GP circuit since period.

## KARASKAS EAGER TO GET BACK BEHIND THE WHEEL



Karaskas will get back into action for a 49th motorsport season

Dave Karaskas will bounce back from a hefty shunt at Mallory Park last autumn to start his 49th season of racing in April.

Epping-based Karaskas has raced a wide range of cars in nearly half a century, including Historic Formula 1. Most recently, he has been a 70s Road Sports frontrunner in a TVR 3000M

but that car was wrecked after inadvertent contact pitched him into the wall at Mallory Park in September.

"I started racing with Jim Russell at Snetterton in 1974," said Karaskas who is keen to race for at least 50 years. A new chassis for the TVR was located in Europe and is now being built up for this season.

## Interest in Griffiths Haig curtain-rasier

Interest in the new Griffiths Haig Trophy from the HSCC is building ahead of the inaugural race on the Silverstone GP circuit on May 14-15.

Guy Griffiths and Betty Haig were the key people in the creation of the Griffiths Formula race at Castle Combe in 1966 and the subsequent start of the club. The series is for drum-braked cars built and registered between 1947 and 1961.

Racer Tony Bianchi is a prime force behind the series. "I've contacted around 70 people so far and I think there is a huge demand for this," he said. "The first race should have a good grid and it is a home for the drum-braked cars."

Early entries for Silverstone will include Bianchi in his Farallac, examples of the rare Kellison, the MG Dick Jacobs Special, Lola Mk1s and the Leco Sports of Alex Quattlebaum.



The McCanns will return to stages

## McCANN BACK IN HARNESS – WITH HELP

Talented Isle of Man rally driver Rory McCann will return to competition next month thanks to the support of Tim Tugwell.

McCann and his co-driving father Paul rolled out of the Roger Albert Clark Rally in

November, leaving the Hillman Avenger bodyshell wrecked. However, Tugwell is building the running gear into a new bodyshell for Rally North Wales.

The McCanns hope to do at least the next four rounds of the BHRC and will line

up against the Escort of Adam Milner in Class C2.

"Tim has been fantastic considering we demolished the car on the Roger Albert Clark," said Paul McCann. "Hopefully, we can have some decent runs and then see what happens."

## IN BRIEF

### North Wales fun

Entries for Rally North Wales, the second round of the British Historic Rally Championship, are filling fast as the March 26 event heads towards a capacity field of 160 cars. The BHRC entry stands at 69 cars, topped by early championship leaders Matthew Robinson and Sam Collis and including a Fiat 131 for current British Rally champion Matt Edwards and Hamish Campbell.

### HSCC on test

The Historic Sports Car Club is offering free shakedown sessions ahead of its season-opening meeting at Brands Hatch Indy circuit (April 2-3). Four free practice sessions will be held on each morning of the race meeting before the start of qualifying. The 20-minute sessions will be split into open- and closed-wheel groups and will be free to HSCC members, with priority for those entered to race over the weekend.

### Mini marvels

Some famous Minis will be a feature of the Shelsley Walsh Classic Nostalgia weekend in July. Among them will be the Austin Cooper S that won its class in the 1965 Snetterton 500km, driven by Gerry Marshall and David Wansborough. The car has recently been restored to its original 1964 Aurora Gear Racing colours and will be demonstrated by Gerry's son Gregor.

### Tales of woe

Adrian Drury and Ben Jemison both suffered crushing retirements before the start of the first stage of the recent Riponian Stages Rally in Yorkshire. Drury's Talbot Sunbeam broke a valve spring just before the start and had to be withdrawn, while Jemison parked his Vauxhall Chevette at the arrival control for the first stage with worrying noises coming from the engine.

### McMackin's swap

Current BTRDA Silver Star champion Owen McMackin has switched to the BHRC this season in a freshly prepared historic specification Ford Escort Mk2. The Omagh driver has been competing in a modified Escort in Northern Ireland and on the mainland since 2016 and took the prestigious BTRDA title last season. He made his BHRC debut on the Riponian Stages and finished eighth with Welsh co-driver Dai Roberts alongside.

### Moss remembered

The newly announced Prescott Historique on May 28 will honour the early career of Sir Stirling Moss, who started his competition at the Gloucestershire hillclimb in May 1948. A parade of Kieft 500cc Formula 3 cars, similar to the Moss car, will be arranged.

### New award

The HERO-ERA team has created the 'Bob Rutherford Historic Rally Scholarship for Young Navigators' to honour the memory of the respected organiser who fell to his death on a rally recce last year. His son Will said: "Dad was in his element with a map and he always spoke about helping youngsters into the sport."



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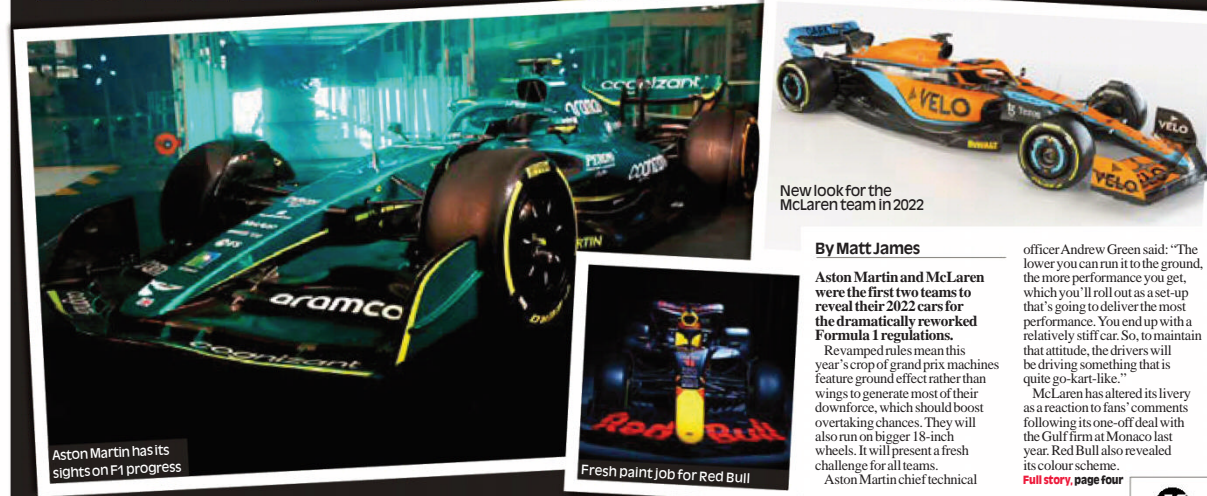
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FEATURE

MOTORSPORT NEWS POLL:  
SCOTLAND'S FAVOURITE MOTORSPORT HERO

Motorsport News is on the hunt to crown the nation's most loved hero. By **Matt James**

Photos: Motorsport Images, mcklein-imagedatabase.com

**T**here must be something about the highland air, but for a country of just over five million people, Scotland certainly has made its mark in the motorsport world.

Five F1 World championships have gone to drivers from north of the border and it has also spawned a three-time Indy 500 winner and perhaps the most famous World Rally Championship driver of all time.

It is an impressive record, and we are on a mission to uncover the most beloved driver who has sported the Saltire on their quest for motorsport success. Have your say on our website, details right.

HOW TO VOTE

- Visit [fastcar.co.uk](https://www.fastcar.co.uk)
- Click on 'Motorsport News'
- Find your favourite and vote

THE CONTENDERS

1 Jim Clark

The two-time World champion was the driver his peers held in the highest regard. The quiet and sometimes socially awkward farmer from the Borders was not one for the headlines and the trappings of being a front-line racer. All he wanted to do was drive cars.



2 John Cleland

John Cleland himself would joke that he was a car salesman from Galashiels up against a host of international superstar racing drivers when the British Touring Car Championship was at its pomp in the mid-1990s, but he had the last laugh by trumping them all for the title in 1995 to add to his 1989 crown.



3 Dario Franchitti

How Formula 1 team bosses never woke up to the talents of Dario Franchitti is a crime but it didn't bother the West Lothian man. Instead, he set his sights on dominating America and boy, did he. The four-time single-seater title winner in the US is probably more famous for winning the Indy 500. Not only did he do it in 2007, he added his name to the Borg-Warner Trophy again in 2010 and 2012.

4 David Leslie

A rising single-seater star of the late 1970s and early 1980s, the Dumfries and Galloway driver's star truly shone when he linked up with Ecurie Ecosse to tackle the World Endurance Championship in the C2 division. Leslie helped the squad to the teams' title in 1986. But it is perhaps as a BTCC driver that Leslie is best known.



5 Allan McNish

Dumfriesshire racer McNish was a bright young rising single-seater prospect until he got stuck at Formula 3000 level. Undeterred, he forged a career in sportscar racing. He took a win at Le Mans for Porsche and also raced for Toyota, for who he raced in Formula 1 in 2002, but is probably most associated with Audi, with which he took two further wins at Le Mans.



6 Jimmy McRae

In the 1980s, Jimmy McRae was the benchmark driver in the British Rally Championship and took a record-breaking five titles between 1981 and 1988 and also claimed the Irish Tarmac spoils in the same decade. He also climbed to the highest stage on the global scene and was a Vauxhall, Opel and Austin Rover driver in his 25 appearances.

7 Colin McRae

The legacy of Colin McRae is unmatched in rallying, certainly in the UK. The Lanarkshire flier captures hearts and wins with his press-on style and sharp-tongued style with the media. Two British titles in 1991 and 1992 were the springboard into the WRC and that is where he felt truly at home. There were 25 wins from his 146 starts and he famously claimed the World championship in 1995.



8 Gordon Shedden

After graduating from racing at his local Knockhill circuit in Fife, Shedden headed south to measure himself against the best in one-make racing in England. After a spell in Ford Fiestas – where he was a title winner in 2000 – and Seat Cupras, Shedden stepped into a front-line seat in the BTCC with Team Dynamics in 2006. He was a winner in his maiden season. As a factory Honda driver, Shedden claimed the crown in 2012, 2015 and 2016 in the Civic Type R.



9 Archie Scott Brown

Although his star shone briefly, Archie Scott Brown's career is a real Boy's Own story. Born with withered legs and without a right hand, he had to overcome many obstacles. Sportscar builder Brian Lister was impressed by the Paisley driver's pace and the pair formed a formidable combination. Scott Brown's most significant win came in the British Empire Trophy at Oulton Park in 1957 but sadly he was killed in a sportscar race at Spa in Belgium less than a year later.



10 Jackie Stewart

Hailing from Dumbartonshire, Stewart's record of 27 grands prix victories from his 99 starts is a record to be proud of in an era where the poor reliability of the cars and the inherent dangers of the sport were highly prevalent. Three World championships – in 1969, 1971 and 1973 – were Stewart's reward for his silky smooth skills behind the wheel. It was a long way from his first racing steps in an Austin A30.



## FEATURE

# THE POMEROY TROPHY: A VERY BRITISH MOTORSPORT ADVENTURE

*Our man David Addison takes to the track to pitch himself against allcomers*



The epitome of a bobble-hatter: Addison prepares for action



Suits you: one of the more unusual demands of the Pomeroy Trophy

**Y**ou know it's going to be a different sort of a day when you drive into a pit garage at Silverstone and a lady hands you two wooden suitcases. Welcome to the Vintage Sports-Car Club's Pomeroy Trophy.

First run in 1952, the Pomeroy is designed to find the ultimate touring car, based on a number of tests. One is the ability to carry two "VSCC-sized suitcases", which is the first test of the day.

The event is always full and attracts cars and drivers from all over: some treat it very seriously, some as a test session, some as their only competition of the year and there is a sub-culture of finding the most random car possible, like Charles Maers who spent around 1300 quid on a Fiat 126P or Henry Lees whose Volvo 240 Estate added... variety. And quite possibly shelter for the Fiat when the rain came.

In addition to the suitcase test, there are speed, braking and agility tests in the morning and then your 40-minute time trial, not a race mark you, in the afternoon, and points are deducted if your car arrives on a trailer.

So, outright competition cars are few, although Justin Maers and his Lola T70 Spyder and Jason Wright's Ford GT40 are exceptions. And presumably they failed the suitcase test.

So, how do you win? Well... based on the original concept devised by the VSCC's Harry Bowler in 1949, in turn relying on an efficiency formula recorded in Laurence Pomeroy Junior's book. In Pomeroy's tome, The Grand Prix Car 1906-1939, he decrees acceleration is

proportional to horsepower per ton, maximum speed is proportional to the cube root of the horsepower per square-foot of frontal area, circuit speed is proportional to the sixth root of the brake horsepower per square foot of frontal area and finally the steering and braking are independent of age. Yawn with your mouth closed...

Now, the event means there is a slalom test first between cones over a quarter of a kilometre on the old pitstraight. Then, head round to Hangar Straight where you are timed over a quarter-mile acceleration test from a standing start and that takes you into a flying quarter kilometre that tests your nerve not to brake early for Stowe Corner.

Then drive round to the Wing and there is the braking test in which you accelerate up to a garage of cones and try not to overshoot.

And MN has decided to take part. With great planning, the decision is made three weeks before the event and so there are phone calls to be made. Speedworks Motorsport gaffer Christian Dick is the first person foolish enough to pick up. Within 24 hours, we have a car courtesy of former Motorsport News editor Matt

Burt in return for coverage. "Will it feature in your obit?" he asks supportively.

Next, ring the VSCC and get an entry. Tick. "Got an ARDS licence?" Erm, well I did 22 years ago. Next stop Oulton Park for the test and then a medical. All good. Nope. You still need to join the VSCC or an invited club. Any more hurdles? Finally, all is well. MN has a licence, overalls blagged from Speedworks that are all Toyota branded, so briefly I feel like a Toyota factory driver! Local Caterham ace Tom Grensinger has his arm twisted for a helmet, gloves and boots are found in the 46th cardboard box in the loft and a nice man from Toyota delivers MN a GR Supra, a two-litre turbo rocket ship which will be ideal for the Pom. We are good to go!

Most race circuits are bleak at 0645hrs on a Saturday morning in February, Silverstone especially so. Paperwork and transponder collection is at 0700hrs, but that is delayed as the VSCC couldn't set up on the Friday as the Mercedes F1 team was launching some kind of grand prix car, so we stand in the cold for even longer.

Ace snapper and Pom regular Jakob Ebrey has also blagged a Toyota, his a race-prepped GT86 from Patrick Mortell, and he and I share a garage with our new



Does this look like a racer? No...

**"I felt like a Toyota factory race driver"**

**David Addison**





Keep your nose out: The Supra proved nimble



Traction control came to Addison's rescue...

friend Piers Reid and his delectable BMW 3.0CSL. It's mint, an absolute joy and a labour of love to make it so immaculate. It arrives on a trailer, so points are deducted but that doesn't stop the envious looks it gets.

Thanks to the time trial nature, rather than a race, your car doesn't need a rollcage, just a fire extinguisher that Christian Dick is prevailed upon to fit. And then a transponder needs attaching somewhere. Dick again. Ebrey and I start to think the only reason he visits our garage is to drool over Piers' BeeEmm...

Finally, it's time to go. The cars are put in batches for the morning tests and out you go in as close to numerical order as possible. First you drive through the tests, not practice them, and then you are left to your own devices. The slalom seems to go OK and all the cones are left standing, although I was hoping that Sean Bramhall's Pontiac GTO might blow them all away with the car's downdraft...

Next, the speed test. In fairness, I should have researched the Supra a bit more but a thought occurs as I line up. Does it have launch control? It seems to, so once the grumpy, if frostbitten, marshals have put the car exactly where it needs to be for the timing beam, it's time to try it. On a cold road, the back wags on acceleration and the traction control kicks in, but the GR Supra gobbles up the Hangar Straight. I can see the chequered flag board but I can also see the end of the straight and it becomes a test between nerve and brake pedal. I lift a shade early and stamp the brakes, and of course the car responds and there was nothing to fear. Damn! Should have held my nerve.

Next the braking test. I am behind Tim Harrison's BMW 330D Estate so can

watch how it should be done as he blasts up to the cones. Yeah, seems easy. Blast off. Forgot the launch control. Bugger. Cones ahead. Cones getting bigger. Cones really big. Brake. *Brake!* Hazard lights come on as the car slams to a halt, but I fear the long nose of the Supra has gone too far through the gate so I await a penalty. And that's it for the morning. All good fun, but now four hours of hanging around as we wait for our time trial, in which time the heavens open. Those in Batch 1, the traditional VSCC fare, go out first into the wind and rain, aqualungs attached and they paddle round. Next on a drying road, the smaller engine modern cars and 1960s saloon and sportscars do battle and then it is time for us.

A grid sheet appears and Ebrey and I are bemused to find that I am on row six and he is on row 15, Piers' BMW on row 18. Dick helpfully holds the sheet upside down but it still doesn't look right, so off we head to the assembly area. In front is Edward Harvey's competition-spec Porsche Boxster and behind is... Justin Maers' Lola T70 Spyder. *Aaarrrrggggghhhhh!* Whoever dreamt up this grid has a sense of humour. A really dark one.

With a few cars to retrieve after the second batch, we are running late but at least the rain has stopped and the increasing wind is drying the circuit as we head out behind the course car. You get two laps behind it and then off you set from a rolling start. Once the national flag falls, the clock starts and you have a specified number of laps to achieve in that time, with the chequer coming out bang on the 40-minute mark. With no leader of a time trial, it can be shown to the first car at 40 minutes. The two sighting laps go

OK and then we blast away, Maers charging by on the run to Copse. Once the first lap has gone and the field spreads out, it becomes easier as you can pick your line, rather than worrying about traffic, but after Maers spins, he is soon on my tail. I get close to, and possibly even pass Tim Harrison's BMW Estate but then Robert Moore's MGF arrives on my tail and I try not to get in his way.

This is a mistake because by getting out if his way, I get on the wetter part of the road at Club and the Supra's traction control has to save me, but then on the next straight the Supra's power carries me away. I have wasted time but not actually let him by. Eventually the MG does go by and spins at Copse. I encounter a couple of slower Aston Martins on different laps at Luffield but by waiting to pass out of the corner, I end up being delayed and lose track position to others. Being polite isn't helpful in this...

The Supra, though, is happily gobbling up the real estate and is a real rocket ship in a straight line. The traction control saves me at Club, Abbey and Copse on assorted laps although another of its gizmos is a bit of a distraction: if you want to go down to second gear for example, but with high revs, the car argues. You don't need to do that it says so doesn't change down. Suddenly, having flipped the paddles however many times, you find that you weren't in the gear you expected. Once I'd sussed that, things became a tad easier.

Did I enjoy it? You bet. Absolutely mega fun. How did I do? Not a Scooby. Results take days to work out with all the different aspects, possible penalties and everything else, but the grin on my face on the way home was a result in itself. It's bonkers, brilliant and something very British. ■

Photos: Jeff Bloxham, Jakob Ebrey (yes, and he drove about too...)



Pick your weapons: Classics and modern-day workhorses share track

### A snapper's day out earns a big grin



Ebrey and Addison pose before their bitter on-track scrap

The Pomeroy Trophy is a special event for me, it was at this meeting where I made my competitive debut as a prelude to going racing for real in 2013.

It's the only event in the world where you can effectively race against cars from the last 100 years and, due to a mystical formula, you've all got a chance of winning.

I was lucky to borrow a Toyota GT86 from Patrick Mortell at Rogue Motorsport, which was the first time I had done the event in someone else's car – apart from the time I borrowed my wife's Seat Altea XL as my race car was broken... As your car has to be road legal, taxed and MOT'd, it was back on the school run then next day. It was never quite the same again, for some reason...

This year's Pomeroy was great fun, the morning was dry and the tests went well. The slalom event was my weakest, but due to the nature of this event we won't know the results for a few days.

In the afternoon high-speed trial, starting on row 15 made it a bit of a stay-out-of-trouble exercise for the first laps in an unfamiliar car, especially with the rain coming and going. Apart from a brief excursion at Abbey and avoiding a few spinning rivals it all went to plan. As normal I lost too much time battling with others having fun rather than getting on with scoring as many laps on the board which is the aim of the event. I even got to drive the last turn alongside my 'works' Toyota team-mate David Addison (yes, I pipped him to the line).

The Pomeroy really is a motorsport event for all. After all the stories of great battles are swapped with new friends and rivals you pack up your car, take the competition numbers off it and then hopefully drive home in it having competed on the same track that hosts the British Grand Prix.



Ebrey had race-prepped car

Jakob Ebrey



One of the curious and interesting cars was Charles Maers' Fiat 126P



## FEATURE

## THE SHOWROOM

*The Production Saloon category was introduced 50 years ago*

**I**t was a revolution that arrived quietly and gradually changed the face of British saloon car racing. The arrival of Production Saloons as a race category, in March 1972, was met with a blend of scorn, scepticism, and general disinterest.

Many dyed-in-the-wool enthusiasts thought that the prospect of racing cars in showroom trim was a dreadful move and said it would never catch on. This was a generation that had grown up on a diet of Group 5 touring cars and Special Saloons, and standard cars on track was simply never going to appeal. How wrong they would be.

As motorsport headed into the 1970s, across club and national racing there was a pretty standard staple diet that revolved around Special Saloons, Modsports, Formula Ford and Clubmans. The idea of taking a car out of a showroom and racing it seemed almost unthinkable to the hardcore.

It all really started at Thruxton the previous May, when the British Automobile Racing Club ran a trial race for standard saloon cars and it drew a wide, varied and eclectic grid of cars.

Grahame White, then competitions manager at the BARC, was instrumental in the idea and helped ensure a 28-field by ringing round some of his racing mates and getting them to enter. The grid ranged from a Fiat 600 to the Mercedes 600 of Adrian Hamilton, which had the size and handling characteristics of an aircraft carrier. The race was run on handicap and won by the Alfa Romeo of David Powers. Though treated by most as a fun event, it also suggested that Production Saloons had a future and plans were drawn up for the following season.

That Thruxton race was a taster of what was to become one of the UK's most successful and enduring race categories. Both the BARC and the British Racing and Sports Car Club, the two prime race organising clubs of the era, set up full Production Saloon championships for 1972, such was the confidence that this category was going to grow and grow.

Sure enough, right from the very beginning, support was strong, competition was fierce, and the spectacle was excellent. The naysayers were quickly proved wrong, as big grids delivered close and entertaining racing with plenty of sideways action on standard treaded tyres. Even if the cars did lean and lurch a fair bit, it was clear that the Production Saloon concept was a winner.

In those early years, a neat idea was to divide the classes not by engine size or number of valves per cylinder, but by the car's retail price in the showroom. In the first season in 1972, the cheapest class was for cars with a showroom price of under £600 pounds.

Unthinkable now, but back then a few



The BMW M3 became a GpN star



Gerry Marshall leads David Taylor at Brands in 1979



Vauxhall leads a brace of Mazdas in 1978

cars did indeed meet that criteria and amongst them was the most unlikely racer of all, the Russian-built Moskvich 412. It was all-round racer, national racing character and instructor Tony Lanfranchi who recognised the potential of the humble Moskvich and, sure enough, they cleaned up in the baby class. Offering just 75bhp from a 1500cc engine designed to run on low-grade Russian fuel, the four-speed Moskvich was generally driven flat out everywhere with drivers only backing off if they really had to. It had the aerodynamics of a brick, which helped keep brake pad wear to a minimum. Lanfranchi also fielded cars for some mates and star racing school pupils like Eric Horsfield, who scored many class wins but was never able to scale the racing ladder.

On Sunday March 5, 1972, the first proper Production Saloon race was run when the BARC's Britax-sponsored

championship opened on the Indy circuit at Brands Hatch. That chilly early spring day just on half a century ago resulted in victory for racing journalist Roger Bell in a BMW 2002Tii. Class wins fell to Bernard Unett (Hillman Avenger), fellow journalist Jeremy Walton in a Ford Escort Mk1 Sport and Lanfranchi in the Moskvich.

While Lanfranchi's little piece of Soviet splendour won the sub £600 class, the Escort was best of the £800 racers and Unett's Avenger topped the class for cars up to £1100. Everything else went in the over £1100 class.

That first season took in no fewer than 33 races, with the BRSCC's Castrol-backed championship running an amazing 21-event calendar. Bell won both titles, using his 2002, a BMW 3000CS and even an Alfa Romeo GTV. Other notable race winners included Dave Brodie, Andy Rouse and Dave Matthews (Ford Capri

Mk1s) and Richard Lloyd and Gabriel Konig in the first of the Chevrolet Camaro Z28s.

In those early years of Production Saloons, the Moskvich wasn't the only whacky car that found its way onto the race track. Few were whackier than the 2700cc Citroen Maserati SM raced by former Formula 3 ace Mike Beckwith. The long and typically Gallic-styled device had prodigious straightline speed but understeered like a Jack Russell on lino. Beckwith would often arrive at a corner with the front wheels turned in, but the car ploughing mercilessly straight on and pouring smoke off tortured rubber as he tried to persuade the front-wheel-drive leviathan to change direction.

In 1973, the competition got even hotter at the head of the pack as Bell's BMW lost out to the Capris (headed by Gordon Spice) and the growing number of Camaros as Lloyd shared wins with Stuart Graham. That played to the cars winning

regularly in the classes and it was the Ford Escort Sport of Ivan Dutton, later to become an authority on Bugattis, that cleaned up to win both championships.

By 1974, TV and radio presenter Noel Edmonds was on the grid, starting in a Ford Cortina, and that led to Radio 1 sponsoring the BRSCC championship for 1975. Radio 1 Fun Days ensured massive exposure and led to that memorable May day at Mallory Park when 40,000 emotionally-charged teenage girls packed the circuit to see their heroes, the Bay City Rollers. The whole thing rapidly got out of hand as the popstars were helicoptered onto the island in the middle of the lake, which simply encouraged the fans to run across the track and leap into the water. Thankfully, there were no serious injuries.

Meanwhile, on the rather more serious topic of racing, for 1976 the Camaros were outlawed by a three-litre upper engine limit and so through the later 1970s and



# SENSATION

this week. *Paul Lawrence* charts its successful story

Photos: Gary Hawkins, Motorsport Images



The first title winner Tony Lanfranchi leads the BMW of 1978 champion Derrick Brunt at Oulton Park



Lionel Abbott's Saab machine was a curiosity among the Ford-based frontrunners in the early 1990s



Jerry Mahoney leads the way in the annual Willhire 24 Hour race

into the 1980s the three-litre Ford Capri became a popular weapon of choice for many drivers and Gerry Marshall and Graham 'Skid' Scarborough were among the protagonists. Few present on the day will ever forget the moment when Marshall and Scarborough did more than a lap of Mallory Park side-by-side, almost, but not quite, rubbing door handles in a truly memorable contest. One of the joys of 1970s Production Saloon racing was the sheer diversity of car that was pressed into action. In 1976, the keenly priced and rather effective Mazda RX-3 dropped neatly into Class C for the sub-£1700 cars and they were soon the weapon of choice for drivers like Jock Robertson and John Brindley. As many as 10 of them packed out some grids at the height of their popularity. Other cars to have a day in the sunshine included the Opel Commodore, led by Lanfranchi, the Triumph Dolomite Sprint and the

Vauxhall Magnum, while the smaller classes were contested by cars such as the Sunbeam Imp Sport, Simca Rallye and Lada 1200. Marshall, surely Britain's most entertaining racer of the era, took titles in Dolomite Sprints before scoring four titles in three years in the early 1980s in Capris. Often, he would go head-to-head with drinking partner Lanfranchi, who raced both an Opel Commodore and a Monza to good effect. It was a golden era for Production Saloons, with large and diverse grids, available sponsorship and even some modest manufacturer or importer interest. By 1983, the launch of the Mk2 VW Golf GTi offered a perfect class winner as the Capri reign started to close. Bucking the trend were championship titles for the rare but very effective Alfa Romeo GTV6 of ex-pat Kiwi Norris Miles and the diminutive Vauxhall Nova of the young

James Kaye. Like Kaye and Patrick Watts, Karl Jones used Production Saloons as a step between single-seaters and the British Touring Car Championship and took two late 1980s crowns in a Fiat Strada Abarth and a Ford Escort RS Turbo. As the Capris slid into retirement, the Ford Sierra RS Cosworth and the BMW M3 took over the mantle at the head of the grid and the late Kieth O'dor was one of the Sierra Cosworth-mounted champions. By the end of the 1980s, the saloon car racing landscape was changing. The BTCC would soon move away from its multi-class format to a two-litre formula as it headed towards the Super Touring era. Manufacturers were moving their racing towards one-make competition, where they could never be beaten, and by 1992 there was only one Production Saloon championship as the British Racing Drivers' Club evolved the National Saloon Car Cup. For 1993, the BARC-run championship was tweaked to allow sportscars and Tom Segrue duly took the crown in his Porsche 944S2, but rather than rejuvenating the category, it only served to hasten its demise. When Andy Britnell won the 1995 BARC crown in his Ford Escort Cosworth, a chapter of racing that had opened 23 years earlier, came to a quiet close. Production Saloon racing had had its day. It had been a memorable two decades, with spectacular racing from talented drivers in a glorious array of cars, some successful, others less so. Now, in a world dominated by one-make classes, Production Saloons rightly has a place in history as a fabulous melting pot of racing variety. ■

## PRODUCTION SALOON CHAMPIONS

SERIES	WINNER	CAR
1972 Britax	Tony Lanfranchi	Moskvich 412
1972 Castrol	Tony Lanfranchi	Moskvich 412
1973 Britax	Ivan Dutton	Ford Escort Sport
1973 Castrol	Ivan Dutton	Ford Escort Sport
1974 Britax	Bill Sydenham	Hillman Avenger GT
1974 Triplex	Alan Minshaw	Hillman Avenger
1975 Britax	Jock Robertson	Mazda RX-3
1975 Radio 1	Jock Robertson	Mazda RX-3
1976 Britax	Jeff Allam	Vauxhall Magnum
1976 Radio 1	Danny Alderton	Honda Civic
1977 Britax	Derrick Brunt	BMW 3.0Si
1977 MCD/BRSCC	Derrick Brunt	BMW 3.0Si
1978 Britax	Gerry Marshall	Triumph Dolomite Sprint
1978 Shellsport Derwent	Gerry Marshall	Triumph Dolomite Sprint
1979 Demon Tweaks 4 Shocks	Nick Baughn	Alfa Romeo Alfasud
1979 Shellsport Derwent	Nick Baughn	Alfa Romeo Alfasud
1980 Monroe	Tony Lanfranchi	VW Scirocco
1980 Wilcomatic	Gerry Marshall	Triumph Dolomite Sprint
1981 Monroe	Gerry Marshall	Ford Capri
1981 Wilcomatic	Gerry Marshall	Ford Capri
1982 Monroe	Gerry Marshall	Ford Capri
1982 BRSCC	Graham Scarborough	Ford Capri
1983 Monroe	Gerry Marshall	Ford Capri
1983 Uniroyal	John Llewellyn	VW Golf GTi
1984 Monroe	Andy McLennan	VW Golf GTi
1984 Uniroyal	Norris Miles	Alfa Romeo GTV6
1985 Monroe	Graham Scarborough	Ford Capri
1985 Uniroyal	James Kaye	Vauxhall Nova SR
1986 Monroe	Karl Jones	Fiat Strada 130TC
1986 Uniroyal	Ian Taylor	Mercedes 190E
1987 Monroe	Vic Lee	VW Golf GTi
1987 Uniroyal	Karl Jones	Ford Escort RS Turbo
1988 Monroe	Sean Brown	Ford Sierra RS Cosworth
1988 Uniroyal	Alistair Davidson	Suzuki Swift GTi
1989 Firestone	Kieth O'dor	Ford Sierra RS Cosworth
1989 Uniroyal	Roger Jones	VW Golf GTi
1990 Firestone	Andy Middlehurst	Ford Sierra RS Cosworth
1990 Esso	Roger Jones	VW Golf GTi
1991 Firestone	Piers Johnson	Honda Civic V-Tec
1991 Esso	Patrick Watts	Peugeot 309GTi
1992 Firestone	Lionel Abbott	Saab 9000CS
1992 BRSCC	Ian Khan	Ford Sierra RS Cosworth
1993 BARC	Tom Segrue	Porsche 944 S2
1994 BARC	Tim Busby	Honda Civic V-Tec
1995 BARC	Andy Britnell	Ford Escort RS Cosworth



Big and small, the lines in each class were always different



On the limit: the Ford Sapphire Cosworth became a major player



## FEATURE

# MATT EDWARDS

## BRITISH RALLYING'S RECORD BREAKER

Three-time British rally champion Matt Edwards takes his turn in the hot seat for the MN readers' questions, with **Nick Garton**



Edwards has a clear vision on rallying

**M**att Edwards has overtaken some of the biggest names in rallying, not only from these islands but also from around the world, to become the first three-in-a-row winner of the British Rally Championship.

The fact that he has done so his own way, relying on his own resourcefulness as well as his pace, has endeared him to the sport's fans like few drivers of his generation.

Bizarrely, the BRC now finds itself without its most successful star as we prepare for the 2022 season, with Edwards currently sidelined by a lack of budget – something that fans want to see fixed as much as the man himself as he answers their questions.

**Question:** You always seem to have passion for your sport, what is your first rallying memory?

**Duncan Edwards**  
Via Facebook

**Matt Edwards:** “It was probably calibrating a trip meter in a Mazda 323. I was sat in the back going down the A55 with my dad [Alyn Edwards] and Ian Hughes in the Mazda 323. They were off to go and do a rally somewhere and they were bombing up and down calibrating the trip or something like that.

“It’s difficult to pick the first memory but that stands out and then, with my dad being clerk of the course on the Cambrian and an observer on BTRDA rounds, a lot of memories of being out spectating on those events. Lots of early morning starts – and I remember losing my welly boot in a car park in Hawick on the Border Rally.

“We went back three hours later and the welly was still there in the car park... there’s a few little stories like that.”

**MN:** But like many drivers who have gone on to great things, that passion’s always been there for you from those earliest memories?

**ME:** “Oh yes... the amount of times that I used to go up and down the garden on my little go-kart!

“The house had a sloping driveway at the front and then a little path round the side of the house and there was a compression off the driveway for this path on a 45-degree right, then it narrowed through a gatepost, then it started going right across the front of the house, then a little jump off the patio onto the lawn, down the lawn, then there was a path down at the bottom of the lawn that went round some trees that went down to another section of the lawn.

“It was like a little stage that I used to bomb up and down and I wrecked several bits of the chassis on that compression



Photos: mcklein-imagedatabase.com, Motorsport Images



A young Edwards and co-driver Andy Murphy (r) celebrate in 2009

that needed welding and I took the odd wheel off on that gatepost when I got crossed-up coming in, so I did most of my damage to that rather than when I got into a real car. You learn on a kart that it hurts when you crash!”

**Question:** You drove an old Vauxhall Astra early in your career, was that a rally car before you had it, and do you still have it today?

**Peter Barnes**  
Via Facebook

**ME:** “That was built from a barn find and the irony is that I did a road rally for the first time at the end of last year as a co-driver and two of the tests, the selectives, on this road rally went actually through the farm that I’d bought this car from!”

“I don’t know if it had ever rallied before I had it, it was just a caged bodyshell when I picked it up. It was a Mk2 with a 1300cc engine – then it had a 1400 later on, one of my scrapyards engines that later expired under duress! I built that over 12 months

in a gap year from university.

“I had a Mk2 Astra road car and upgraded the suspension, upgraded the engine and exhaust and seats and belts and all the rest of it on the road car while I was doing the bodyshell for the rally.

“It needed a lot of sanding back and wire wheeling clean and a bit of filler so I learnt quite a lot at that time. I did it in my nan’s garage – a very small garage where I couldn’t get to both sides at once. I had to do the underneath on the floor on my back to prepare it for paint, then when it was ready I stripped the road car and put all of that stuff into the rally car and off I went.

“That project was probably why I didn’t drink much at uni because I was too busy saving for tyres and bits and stuff to go rallying while everybody else was getting pissed. I did Business and HR dual honours at Keele, it was important to get a good qualification because I didn’t know which road I was going to go down. Then when I finished the degree I knew that I definitely didn’t want to do that!

“I’ve never had the money to just go and do rallying. It’s always got to be considered and planned, it’s not like I’d got a dad or somebody spending money and saying ‘right: we’ll go here’. It was always led and instigated by me. Anything I did was self-funded without savings or backup and reliant on sponsorship even back then.

“Dad was helpful with contacts when it started getting more serious. I got in touch with Geoff Jones and went and started doing event days with him and getting more mechanical knowledge so that after three or four years in the Astra I got a go in the Subaru. That was all worked off with Geoff in the workshop. I had some good results that year, and even sold a few of

*continued on page 22*



Edwards on the way to a class victory on the Bulldog Rally in 2009 on the British rallying nursery slopes

“My first steps in rallying were all self-funded”

Matt Edwards



## FEATURE



Edwards' first full BRC attack came in 2017

Geoff's hire cars on the back of my performance, so that worked well both ways."

**Question: Which motor club are you a member of and how important is it to young drivers to be part of local organisations?**

**Jeff McDonald**  
**Via Facebook**

**ME:** "I've been with North Wales Car Club since day one. I'm now vice-president of the club. Although, that said, I haven't been since they requested that, I think they're using the name as a little bit of a lever now, which is fine. It's nice to be a member there and I've been there 20-odd years now.

"Being a member of that club, which is also a club that dad's been part of, I think that what you get is a background of knowledge, support and contacts. As a young driver, you need the biggest phone book you can find. The way that the world runs nowadays on social media makes it easier than it used to be.

"Having that support can stop you from making the bigger mistakes or the wrong judgement calls when there are experienced people around you to say: 'I don't know what you need to do exactly, but that certainly isn't it!' They stop you from making costly mistakes that will

waste your time, effort and money and the events that they run help you with the general knowledge of the sport that you need from the grassroots up.

"My first ever stage rally was the North Wales Club's Cambrian Rally in 2004. Again, because of my lack of budget I didn't really do the autotests and the road rallies and stuff that a lot of people did. I just had one goal to do the Cambrian Rally and I don't think I really planned past that at the time. There wasn't a big plan because there was no budget for that.

"I did NWCC championship forest rallies, three of four of them the following year like the Astra Stages, Coracle Stages, Sweet Lamb, the Cambrian and the Plains rallies – all local. They were relatively cheap events to do back then and I think they're sorely missed. I just did one rally at a time depending on what I had the money to do and I improved the car as I went along."

**MN:** What is the blocker that is stopping clubs from being able to hold as many of those sorts of grassroots stage rallies these days, do you think?

**ME:** "I think it's the bureaucracy of putting an event on, it's becoming increasingly difficult. The cost of land use, particularly for forest rallies, is another real problem. I think that's where Motorsport UK is lacking in proactivity in bringing these costs down and showing the landowners the benefit of allowing motorsport events onto their land.

"Motorsport really isn't as damaging as people currently seem to think. When you go to other events, non-motorsport events, the damage and the mess that gets left behind is far worse. There's far less consideration for the environment when you go to mountain bike events and the camping areas in the aftermath – the mess that's left and the damage that's done is far worse than in motorsport.

"Look at Glastonbury, a music festival, which is something that should have no environmental impact at all and which promotes itself as a sustainable event and

then you see the mess everywhere. Rallying comes with a 'hard carbon' cost, we're using petrol in the cars and there are emissions that come from that. But there's a lot of carbons emitted by a music event and the mess that gets left behind coupled with the lack of respect for the environment at the event is horrendous.

"Motorsport has the stigma of being damaging and less green in that respect, but also we are driving the technology forward to reduce carbon emissions in day-to-day transport. That has a value to it but we don't seem to be making that case very well. Rally4Wales did a great job over the last couple of years to make that case for the sport, but the clubs need support from Motorsport UK to really get the message across and they're not getting it.

"You get the feeling that Motorsport UK is too busy consulting its marketing teams to really know what to say about the things that actually affect the sport. I saw that Hugh Chambers acknowledged my question in the MN readers' Q&A last week (*MN, February 17*). I'm not sure what the answer told me, but it was great to see a reply when he had avoided all opportunities to engage with me before.

"I've got a bit of a bee in my bonnet on how the sport is managed at the moment but the system's obviously broken if somebody that's won the championship three times can't get near a seat!"

**Question: What have been the most difficult seasons before winning the British championship and did you ever think about stopping?**

**Deborah Jones**  
**Via Twitter**

**ME:** "There's a three-year period that I got muddled up because there was a lot going on and a lot of it was difficult. There was no real championship to do so I didn't win anything significant in those years but in 2014, we were going for the British Historic Rally Championship. We had probably the most stage wins of anyone

all season but didn't finish three or four in a row.

"Then we put all the effort into the Roger Albert Clark and effectively won it, although through a technicality we were excluded at the finish. That was probably the closest I came to stopping.

"After that I had an accident with George Lepley when I was co-driving for him on the Malcolm Wilson Rally [Lepley's Vauxhall Corsa came off and hit a tree, causing Edwards spinal and internal injuries that put him out of action for the rest of the season].

"That meant a big fitness drive to get back, during which time I built the Mitsubishi Lancer E9 that I drove in 2016. I built that from scratch in six weeks, a Group N E9, it was a lovely car and we had an awesome result on our first rally out, the Mid Wales Stages, where we were seventh overall and got a class win after setting top five times in the snow on the first night.

"Next was the Circuit of Ireland and I did a Tarmac test at Anglesey on the Monday before we were due to leave and burnt a valve or something.

"We had two days before the ferry was due to set off and I was on the phone to Peter Smith [Edwards' sponsor at Swift Group], explaining that the engine was back in a thousand pieces again. We were effectively pushing shit uphill and I said to Peter that it was all getting a bit much and he said: 'there's an R5 with your name at it at M-Sport'.

"It had been signed off by the Swift board that if I got the Group N championship sewn up quickly enough, I'd have two outings in the R5 machine and the gates just opened. We had a two-year plan and we got progressively faster through the first full season in 2017 and then in 2018 we did the business and won the championship."

**Question: You've driven a number of seasons with M-Sport, is there an opportunity there for you to move up to**

**international events like Craig Breen? James Fairborough**  
**Via Facebook**

**ME:** "The honest answer is there's always an opportunity to go back to M-Sport if you take a lot of money with you! I'm always in contact with M-Sport, there's an open dialogue with the team. I'm always up there because I go testing with their customers and help to set up their cars and I fully support anyone wanting to buy a Fiesta.

"Whenever anyone asks me what they should buy I always tell them to go up to M-Sport. The cars are really good, they're easy to run and if you need anything they'll open the gates for you at midnight. I'm a bit of an M-Sporter through and through.

"The recent change [to join Meirion Evans Motorsport] was purely financial and sponsorship-related and I know there's always an offer from M-Sport. They'll always put me in a car. But it's about making the finances work and there's nobody having a free lunch at M-Sport.

"It's not a manufacturer programme, it's a team that has to be making money so there's no paid drives and there's no giveaways. Whoever goes there is taking money, really, so it's down to me to generate the resources to do a campaign with M-Sport. We haven't had a full, frank and honest conversation but I am always talking to John Steele, Rich Millener and the friends and contacts I've got there will last forever really.

"Generally, if they have a customer who wants some support, some tuition or set-up or whatever, they recommend me. I do what I think is right for the customer, provide some professional experience, and it's peace of mind for M-Sport to know that their customers are getting the right support.

"There's a constant for them in that I can give them the right feedback. I'm not going to say that the car's perfect when it's not, but I'm also not going to blame

**"I nearly quit the sport after losing the R.A.C. Rally victory"**

**Matt Edwards**





Edwards loves the challenge of taming an R5 machine

problems with the car if there are none and the driver's not quick enough.

"I've spent quite a bit of time at the workshop over the last few years and I had a job there in the workshop 2008-'09, then 10 years later I was walking down the same corridor when my car was in the workshop. It's a great bunch of people, but at the moment there just isn't the resource for it to happen."

**Question: Who are your motorsport heroes and have you met any of them at all?**

**Josh Wakefield**  
**Via Twitter**

**ME:** "It's quite cool actually because I'm currently building a Mk3 Vauxhall Astra and that's going to be a replica of K20 VDS, the David Llewellyn car. I met David a few times when I was little, going round with my dad, and then one day he actually phoned me up asking for advice on getting his son Tom into an R5. This was probably three or four years ago, so to have a long chat with him, when he phoned me for advice, was a bit surreal."

"I even drove in Ireland a couple of weeks ago and I think it was the '86 Ulster where he spun an MG Metro 6R4 into the hedge. It's one of my earliest memories and I actually found the spot where it happened. I found a rallymaps.com route of the stage and drove it and I thought: 'this is it - I've found it!'"

"It's one of the silly anorak things that I do to this day, and I sent a video to David on WhatsApp and he replied: 'Hmm... bit of an off into the field in a 6R4'. So to be in fairly regular contact with one of my biggest rally heroes is pretty cool."

"I'm going to try and get David to drive the Astra when it's finished. I've got a couple of paintings that I've had done of him in the Celica and in the 6R4 and it's really cool to be in touch with someone who basically got me off on this journey to start with."

**Question: Is the British Rally**

**Championship still the best series outside the WRC and is there anything that you would change to improve it?**

**Steven Wright**  
**Via Facebook**

**ME:** "I think outside the WRC, the BRC still has the potential to be one of the best series at a national level. If you lump the European Rally Championship and WRC2 together outside the main WRC itself then yes. As a national championship, not many others have such a mixture of mixed-surface and credible rallies."

"The BRC did a video call with Andrea Adamo during lockdown and he said that it's very important to Hyundai to have a car that works on the British championship because it goes from smooth gravel to rough gravel, smooth Tarmac to bumpy Tarmac and all in the same year. Having a car that can work on all those surfaces is important so the championship still has that value."

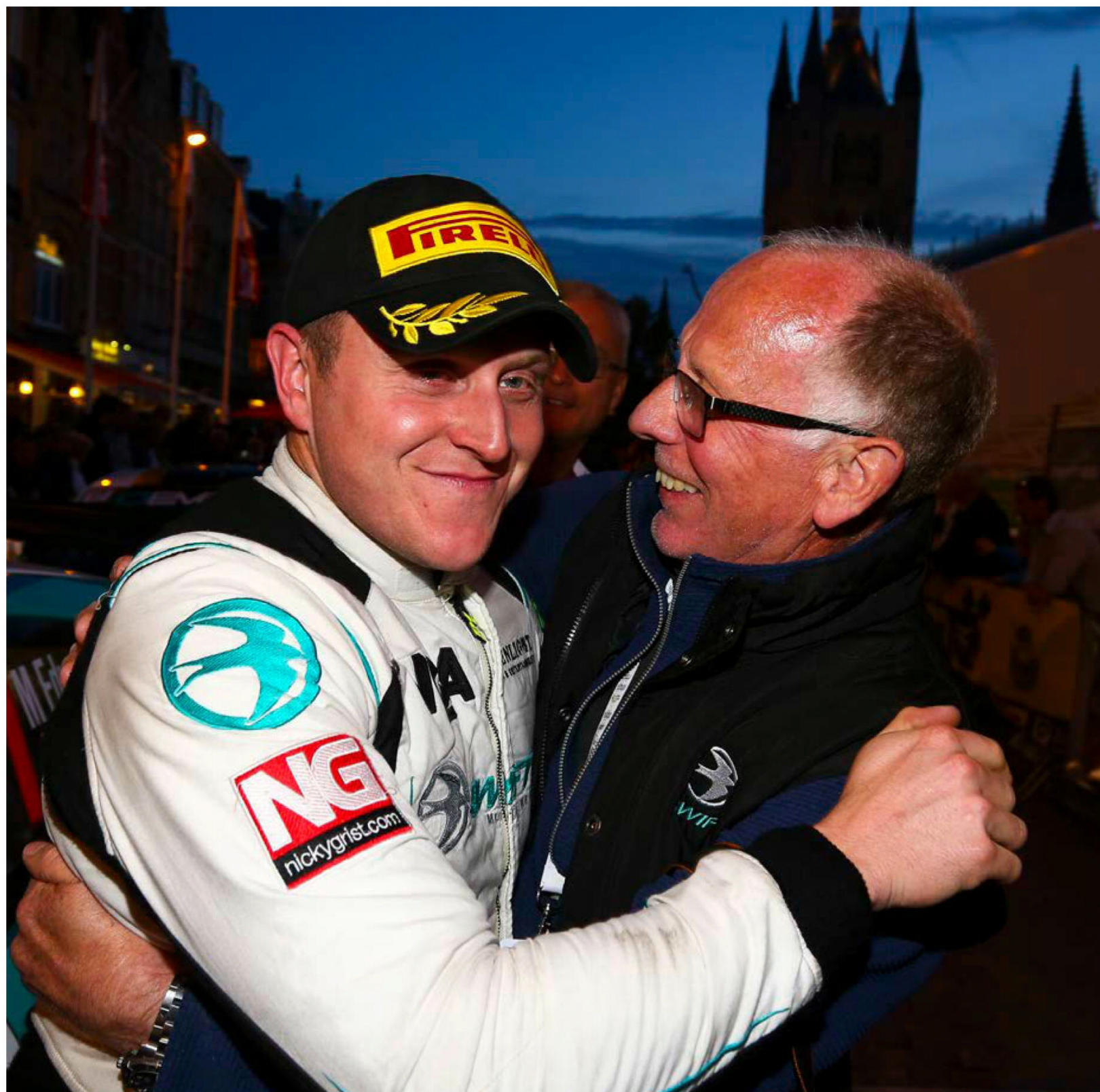
"The problem for me is that it doesn't then provide the top level with very much. For the juniors, yes, there are opportunities but for me to have won the BRC three times it's given me no onward opportunity. That is the problem, that there isn't really very much incentive to go and compete in an R5 car anymore. There's more incentive to do the BRC as a way to get a leg-up in the lower categories but the top category doesn't really have any incentive and that's where it's going wrong."

**MN:** Is there ever going to be a case to come back down the ladder and make the top class Rally3? Would that save money and increase the number of competitors?

**ME:** "I don't think Rally3 would do that because it's not an established class. It's a new class so there aren't any used cars out there to buy, you have to have a brand-new car."

"Basically, if you've got enough money to go and buy a Rally3, you could go and buy a used R5 instead for the same money. I don't think that Rally3s are an attractive

*continued on page 24*



Backing from Swift Caravans was totally crucial to Matt Edwards' progress up the British rallying ladder



## FEATURE



The first title came in 2018 after a chance from backer Swift to sample R5 car



Swapping text messages with hero David Llewellyn has been a thrill

enough package for a championship to be based on, particularly when you can get a lot more performance at the same price.

"That's not to say that Rally3 cars aren't good to drive or that the fans wouldn't like them. They're interesting cars to drive but when you're looking at the cost of it, it's £120,000 to buy a Rally3 and then you need to buy a spares package.

"For the same money you could go and buy an R5 with a shedload of bits, which is arguably more attractive. For a young driver the bigger problem is that the start-up cost of a Rally4 is too high. I think that the old-spec 1600cc R2 Fiesta is still the entry level car that you should be aiming for. You can pick one of those up for £25,000.

"Improving the championship is down to incentivising it. There's nothing wrong with the structure or with having R5s because the pace of those cars means that you can jump straight into a Rally2 car and the pace filters you in to international events straight away.

"I think that Tom [Cave] and I have proven on Ypres and Rally GB that we can cross straight over to the world level and show the pace needed to compete.

"It's not that the rallies aren't fast enough. The thing that is missing is the springboard – the chance to go and compete beyond the BRC. Nobody is looking here in Britain for international talent to go into a works team, and nobody is investing, so drivers need to take the finance themselves to progress.

"I don't know why that investment isn't there. I think perhaps it goes back to the green angle, to be seen promoting electric cars and talking about being carbon neutral rather than rally cars. It's fairly disheartening.

"It really needs both the manufacturers and the suppliers of everything in motorsport to put something back in, to put that incentive in; not in terms of future career prospects but rather in sustaining the sport. If nothing comes back, then the sport becomes harder to sustain.

"When I've achieved what I have, but none of it has helped me to sustain my career into 2022, you have to wonder.

"I've got a very good relationship with Pirelli so I don't necessarily include them, they do everything that they can. But I've been approached by suppliers of other products and they expect you to test their products and they expect you to do it for free. I've been offered development work, but ultimately they're asking for the 20-odd years of experience that I'm giving them to test their products, yet I would be the only person not being paid to be there.

"The costs to go rallying haven't come down – quite the reverse! A good co-driver for a BTRDA round might cost you £1500. In any other walk of life, if you're the professional and the expert, you are rewarded for that expertise. But it's not so in motorsport. The driver has been totally devalued and it's not just me, it's across the board. Your expertise and experience are expected to provide a profit to everyone else."

**Question:** Which has been the toughest title battle you've had in your career and which drivers have given you the hardest time over a season?

**Ed Mitchell**

**Via Facebook**

**ME:** "I think the hardest battle was 2021 but that was more circumstances aside

from the stage times. On the stages we had the pace all year, so from that side the battle wasn't so intense but the external factors like Covid and finances made it particularly tough this year.

"I think in stage terms, in performance, the battle that Tom Cave and I had in 2019 was far tougher. We generally had the pace, we were perhaps just that little bit faster than our rivals, but it was never comfortable. And that was shown when Tom came back on the Nicky Grist and we were six seconds apart at the finish, and that was after a break of 18 months so I would always say that he's been the biggest thorn in the side."

**MN:** Is that level of competitiveness which makes the sport special to you?

**ME:** "Absolutely, yes. As much as I'd have loved an easy ride to the third title this year just because of its significance, I think that the way in which I ended up having to do it gave it so much more value and coverage and return to the marketing for the championship and my sponsors.

"If I'd have just turned up in Mull and won it, based on the pace that we had, that's almost a given. It's almost expected. But to go off on the first stage, battle back and set five records along the way was probably the best thing that happened this year from a newsworthy-marketing perspective. The British championship trophy actually has that stage imprinted

**"No-one is looking at the talent levels in the BRC"**

**Matt Edwards**



Edwards relishes battles with Cave





Retirement on the Grampian Rally in 2021 made life hard

on the front, so that’s down in history as well!”

**Question:** *You’ve done some pretty serious historic events, what are the pleasures in driving older cars and are they as satisfying as the R5s?*

**Phil Barry**  
**Via Facebook**

**ME:** “Historic cars are absolutely satisfying to drive because there’s nothing between you and the road that’s really helping you and everything’s trying to bite you most of the time! There’s so much driving satisfaction in the Fiat 131 Abarth and the Ford Escort Mk2, because there’s no power steering so it’s always a good old wrestle. And the raw sounds and the raw feelings that you get from the car are fairly unbeatable.

“The satisfaction of driving an R5 is always knowing that the car’s better than you! That’s sort of a comfort in a way. The older machinery is certainly intense and more satisfying as a driver. The Roger Albert is still one of the rallies that I want to win, like the Manx, it’s just one of those rallies that really sticks with you.”

**Question:** *You’re a driver coach as well as a driver, did anyone help you with coaching and did you consciously use training techniques?*

**Miles Johnson**  
**Via Twitter**

**ME:** “The honest answer is that my biggest aid has always been my own in-car and other people’s in-car. Watching other people when I didn’t have the money to go testing was a big lesson.

“I don’t just have a hoon round and see what sort of a mess we can make. Every time I get in the car I have to get something out of it that’s productive. In terms of my own driver coaching, I did a lot with Geoff Jones in the early days but I don’t think Geoff ever really interfered with my natural driving style, he mainly helped with set-ups and things like that.

“I think that’s something that I’ve

carried forward: I try to teach them to drive how they would like to drive. I’m not setting up the car for me, I’m trying to get the car right for their personal driving style and for them to make the most of their potential. If someone’s doing something that damages the car then yes, that needs sorting.

“Driving style is a very personal thing and at the end of the day if you’re going to take a crest flat in the dark when you’re not quite sure if it is flat - that isn’t something that you teach. It’s something you’re going to do or you’re not.”

**Question:** *Did you ever think that you could set a record number of British championships and did that put a lot of pressure on you last season?*

**Jessica Downes**  
**Via Facebook**

**ME:** “I never thought I’d win three British championships. I never really thought that I’d do the championship in a top-flight car because the resources were never there and it always seemed out of reach. I think I had the confidence to do it this year in terms of my pace and ability but when I think of David Llewellyn and Mark Higgins and Colin McRae and Hannu Mikkola and Ari Vatanen – they are still on that pedestal that I and many people put them on.

“The pace and the intensity of the events these days is that much higher because of the shorter one-day rallies. The margins are in seconds now rather than minutes like they were 15 years ago. Doing 100 miles in a day in Ulster magnifies every judgement and the consequence of every decision is very high.

“To be the first person to win it three times was a major motivating factor. It’s why I used ratchet straps to hook the suspension together and drive 20 miles with no brakes on Mull. I never gave up on that chance because it probably wouldn’t come around again, and it inspired me to persevere and to take on that challenge.” ■



Drivers like two-time British title winner Ari Vatanen are still on a pedestal for current champion Edwards



## REPORT

## IN BRIEF

**Bird's Donington miss**

Missing from action at Snetterton, Frank Bird instead competed in the third and fourth rounds of the Asian Le Mans Series at Abu Dhabi and collected a podium finish for the Garage 59 team in a McLaren 720s in Sunday's race. On a return to the rally stages at Donington, Bird's co-driver Jack Morton said the pair are likely to be absent for the event on March 13, the Ford team instead wanting to save the car for the following week's North West Stages. Bird has won all three MNCRC rallies he has taken part in this season.

**Henderson's outing**

After locking out the top two spots in Norfolk the attentions of David Henderson and Neil Roskell, and several others, next switches to the East Riding Stages. The event will feature two loops of four stages each around the East Riding of Yorkshire, with Henderson among over 100 entries for the event. "The more the merrier", he said on the prospect of more closed rallies being run in the north, hopeful of mixing it with those in the top 10. Snetterton runner-up Neil Roskell is also among the entries, both competing in their regular R5 Ford Fiestas.

**Swann hits fence**

Robert Swann's rally had barely started before drama hit. The former Subaru driver was unfortunate enough to heavily collect the fencing and surrounding wall entering the paddock section on the opening stage, pitching his Ford Fiesta's left-front wheel askew and ending his rally prematurely with suspension damage. Darrell Taylor was another bitten by the stages after backing his Fiesta into the wall.

**Tilburn at the wheel**

Jack Tilburn is often known for his navigator role alongside father, Steve. While both enjoyed a strong run at Brands Hatch, Tilburn Jr entered the Snetterton Stages in a second Ford Escort Mk2 while the senior Tilburn partnered with Sean Ward in his own similar machine. The youngster finished 2m47s adrift in their own personal battle, but a strong showing ensured Jack made it to the finish in 21st.

**ECU halts Connolly**

Ryan Connolly was among several drivers affected on the opening stage of the rally at Snetterton. Connolly was one of two Ford Pumas, but his trouble-free start was halted by suspected ECU issues at the conclusion of the first run. Problems for Thomas Barlow also meant that Connolly could maintain the D2 championship class lead heading to the next round at Donington Park.



**MOTORSPORT NEWS** **CIRCUIT RALLY CHAMPIONSHIP**  
IN ASSOCIATION WITH MSVR

Henderson was the form man throughout

# HENDERSON'S BIG RIGHT FOOT WINS THE DAY

**Dan Mason** watched a dominant display by the former circuit racer

**D**avid Henderson weathered literal storms to clinch a maiden Motorsport News Circuit Rally Championship victory in the Snetterton Stages, while Neil Roskell put one hand on the title.

Storm Eunice threatened, but ultimately did not derail, the trip to Norfolk after the intended fifth round at Anglesey was cancelled due to the ongoing Covid-19 pandemic.

One notable absentee at Snetterton was Asian Le Mans Series-tied Frank Bird, who had dominated three of the four MNCRC events already run this season. His absence, just like at Cadwell Park, lit the fire in the bellies of the keen underdogs.

Championship leader Roskell – keeping one eye on title rival Barry Morris – entered with the knowledge that he was in a good position to extend his advantage, but he soon found himself in pursuit of a surprise interloper.

That was Henderson, handed the number-one seeding for his first circuit rally with a new Ford Fiesta R5. It wasn't long before he demonstrated why.

Henderson had shown a marker of his potential just 12 months before at the same event, pedaling an older Ford Escort Mk2 model to seventh place overall, usurping seven modern R5 machines on that particular day.

Among those seven that afternoon, one was navigated by Sion Cunliff, who this time could celebrate alongside Henderson after a brace of stage wins to begin the 2022

event, the pair managing to eke out a 15-second lead on the chasing Roskell thanks to a blistering start by the Ford Fiesta duo.

Cunliff said: "[The] car is brilliant so far. We're feeling settled, but it's still early days yet. David is settling in really well."

Roskell's plan remained on track as he slotted into second place in his Fiesta, but with the lingering curveball of weather changes creeping in. "The morning has gone well so far, but we've been waiting as long as possible to make the tyre choice as it looks like rain is coming," pondered the series leader. "We're keeping it clean and tidy."

Stage three would be littered with drama, primarily for one of the title contenders. The third-placed Darrian of Morris was 13s from its prey but coughed and suddenly ground to a halt for over two minutes on the infield gravel section. Eventually, a tiny culprit was found, which proved to be a stray stone pelting the external master switch, cutting the engine.

Roskell could breathe easier, his rival dropping almost three minutes adrift. Henderson, meanwhile, remained relentless in his pursuit of a maiden win, extending the lead to 26s over Roskell. Andy Scott slotted into third place as Morris plummeted.

False alarms meant rain stayed away initially, but it would soon come and with a vengeance. The heavens opened for stage five, the sudden nature of the downpour creating a brief scare with tyre choices for those starting first. "We got caught out going into a bit of rain on a set of



Points leader Neil Roskell was keen to protect his MN title advantage

mediums", said the leader, who still emerged on top despite the conditions becoming torrential.

It did not deter the leader however, Henderson regaining his stranglehold on the rally with a strong run through SS5 to continue his consistent theme of adding 11s to his lead for a third time.

"Awful conditions," were the words of his co-driver Cunliff. "I've never been in conditions worse than that with water coming into the car, puddles everywhere

and loads of standing water; but we're holding steady still."

Despite a huge tank-slapper of his own in the standing water, the gap for Henderson had extended to over a minute over Roskell, the latter thinking of the championship with the finish line nearing.

With two stages remaining, Henderson's destiny was in his own hands. He set off with the same intensity and moved one stage closer with another fastest time on the penultimate run. Within the hour, he could



Photos: SMJ Photography, Ben Lawrence



Rallycross man Andy Scott scored a podium



Josh Payton put his recent troubles behind him for a top-10 finish

CLASSES



Class D winner Martin Hodgson was in the top 10 overall

# STAYING LOYAL PROVES KEY IN CLASS BATTLES

It was a good day for those staying loyal to the elderly machinery at Snetterton with a double triumph going the way of the Ford Escort Mk2 courtesy of Martin Hodgson and Josh Payton.

With Class D rival Barry Morris hobbled by his unfortunate encounter with a stone on the third stage, Hodgson's experience showed in the tricky and changeable conditions in the afternoon. He grew in confidence to take the class win by over half a minute with a strong finish of seventh overall.

His closest rival would be a familiar face. Steve Tilburn— navigated by Sean Ward while son Jack competed as a driver – once

again took up the fight, but did so just too late despite closing the gap significantly with a sequence of superb stage times that challenged the overall frontrunners.

Payton meanwhile put his Donington Park and Brands Hatch disappointments to one side with a return to his blistering form, claiming the Class C win ahead of Phill House's Ford Escort with another top-10 finish overall to add to his increasing collection.

Class B, meanwhile, had its share of championship implications. Ben Wilkinson's chase of Alex Cannon's Ford Fiesta looked more distinct after two strong initial stages, but the latter soon

upped the pace to move out of sight before Wilkinson's Peugeot 106 endured an early retirement on stage five. Mark Peterson and Chris Keys upheld Peugeot's honours in second and third.

The Nissan Micra battle in Class A was dominated by James Hardy, extending his championship lead over runner-up Kay Thompson.

Class E was again split, with E1 honours going the way of the Mitsubishi Lancer E5 of Nick and Crispin Williamson, while overall winner Henderson and Cunniff added further success in the E2 class. Paul Gorge took the MX-5 class, with Dick Mauger's Ford Escort clinching Class H.

finally celebrate, taking the eighth stage also to cement a superb maiden MNCRC victory alongside Cunniff.

Roskell trailed by more than a minute and a half but, for him, the real goal was achieved as his series lead grew heading into the penultimate round at Donington Park.

Scott survived moments of his own to complete a fine drive to third overall, while fourth went to a recovering John Griffiths to back up his season-best from Brands Hatch. In a case of wrong place, wrong time, the Ford man hemorrhaged vital seconds having to wait behind the parked Ford Fiesta of Steve Winter, which had missed its marks under braking for a hairpin on stage three.

Fiestas locked out the top five thanks to a spirited showing by the improving Paul Murro, with Steve Hill next up in a Hyundai previously driven by fellow rallycross star Ollie O'Donovan, who retired late on after running as high as fifth in his Fiesta.

One of the star performances came from Martin Hodgson who shone with a fabulous drive to seventh in the older Ford Escort Mk2. Chasing him hard was his Brands Hatch rival and fellow Escort charger, Steve Tilburn, with a third Mk2 following up in the shape of the flying Class C winner Josh Payton.

Morris recovered well to round out the top 10, his championship hopes significantly dented however. He was given a boost by a strong finish to the rally, surpassing Steve Finch's Fiesta which slipped back on the final stage

to 12th position at the end.

Dropped scores included, Morris remains in the hunt, but with the disadvantage of one bogey result while Roskell's consistency keeps him in the driving seat for the crown heading to Donington Park after five consecutive podium finishes.

"We had a really good day," said Roskell, now in the box seat for a maiden title. "We had a big moment on stage six aquaplaning but kept hold of it. Traffic cost us on stage seven after that so we just decided to look at the big picture and the championship. We felt at home, so second will do and we'll now see if we can wrap up the championship at Donington Park."

RESULTS			
Snetterton Stages Rally			
Motorsport News Circuit Rally Championship: Round 5			
POS	DRIVER/CO-DRIVER	CAR	TIME
1	David Henderson/Sion Cunniff	Ford Fiesta R5	1h00m09s
2	Neil Roskell/Andrew Roughead	Ford Fiesta R5	+1m36s
3	Andy Scott/Laura Connell	Ford Fiesta R5	+2m24s
4	John Griffiths/Tom Rogers	Ford Fiesta R5	+2m45s
5	Paul Murro/Callum Cross	Ford Fiesta R5	+3m20s
6	Steve Hill/Patrick O'Donovan	Hyundai i20 R5	+3m41s
7	Martin Hodgson/Tony Jones	Ford Escort Mk2	+4m17s
8	Steve Tilburn/Sean Ward	Ford Escort Mk2	+4m51s
9	Josh Payton/Jamie Vaughan	Ford Escort Mk2	+4m54s
10	Barry Morris/Tom Hutchings	Darrian T90 GTR	+5m04s

**Class winners:** Henderson/Cunniff; Hodgson/Jones; Payton/Vaughan; Alex Cannon/Alan Carfrae (Ford Fiesta); Nick Williamson/Crispin Williamson (Mitsubishi Lancer E5); Paul Gorge/Harriet Worth (Mazda MX-5); James Hardy/Nick Wilkins (Nissan Micra); Dick Mauger/Matthew Faulkner (Ford Escort RS1800).



Alex Cannon was the Class B winner



Barry Morris was forced to fight back after early woe



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## FEATURE

# UNRAVELLING THE ASPHALT CHAMPIONSHIP OFF-SEASON

*It's been an intense period for the UK's top asphalt series which, in the last six months, has had three different coordinators. **Luke Barry** examines recovery process*



## CALENDAR

## 2022 Asphalt Rally Championship

DATE	VENUE
April 16	Tour of Epynt
May 27-28	Jim Clark Rally
June 24-25	Argyll Rally
July 23	Down Rally
Sept 3-4	Rali Bae Ceredigion
Sept 18	Three Shires Stages
Sept 30-Oct 1	Pokerstars Rally

Asphalt for all: the series has come under the spotlight

**I**t's almost as if it never happened. All social media posts have been wiped, a brand-new website deleted, a new plan now being formulated.

The only trace of Darren Spann's short-lived period in charge of the Asphalt Rally Championship is the hangover facing the new coordinator Paul Morris and BTRDA president Mike Broad who've had to piece the jigsaw together in next-to-no time.

Usually it's the action on the special stages that sparks fireworks, controversy or debate in rallying. But, in the Asphalt championship's case, it's been organisational changes to the championship that have caused an explosion of emotions. How? Why? Allow Motorsport News to explain.

Jane Evans, who had run the series since 2017, stepped down from her role at the end of the 2021 season as a change in her own personal work commitments made it impossible for her to dedicate as

much time to the championship as she felt was necessary.

The BTRDA – which holds the permit for the Motorsport UK-sanctioned championship – therefore sought a replacement and appointed Spann, the coordinator of the Motorsport News Circuit Rally Championship, and his team in September.

Broad explains: “We had something like seven or eight people put their hats in the ring but really it was only Darren that had the expertise and the vision that he wanted to slightly change, or actually radically change, the Asphalt championship.

“He had the same sponsor with the Circuit Championship, Protyre – who are brilliant – and we could see the synergies. And he brought his team, it wasn't an individual with Darren. So we appointed Darren and we gave him our backing totally.”

Spann's vision was to create a spectator-focused championship that acted as a bridge between the Circuit championship and the British Rally Championship,

enabling competitors to harness and grow commercial partnerships that could breed scholarship opportunities, all while keeping costs under control. His first step towards achieving that was installing the Neil Howard Stages at Oulton Park as the final round – but this was a decision that was met with fierce and passionate backlash across social media.

The majority of competitors weren't happy with the idea of taking the Asphalt series to a race track, particularly as traditional staples of the championship – Epynt and Otterburn – had both been sacrificed. That ill feeling only grew when the championship's new class structure was proposed and all vehicles with sequential gearboxes had been grouped in the same class. That was merely a proposal and not a regulation that was set in stone, but the furore was clear and Spann felt it best to step back from the role.

“I think the way to say it is he wanted to change it to a more customer, spectator-friendly championship and I probably

think that he changed two elements too quickly,” considers Broad. “Instead of bringing one in one year and one the next year, he threw it all into one pot and that's the reaction he got, which was from tried-and-tested competitors – they didn't like it. There was a backlash, a huge backlash, to the point Darren and his team three weeks ago decided that was enough and they would go back to running the Circuit championship which they are doing very, very successfully, there's no doubt about that.”

Spann's departure was very much on his terms – nobody pushed him out the door – but Broad says that despite the social media opinion and pressure, he “would have supported him” had he not decided to stand down. “I will back Darren, and his team, they are volunteers, they're doing this because they think it's right,” he explains. “OK some people think it's wrong, but they didn't deserve what they got and I fully endorse Darren and his team in trying it and in their decision to step back from it, I will still support them

and we haven't fallen out in any shape or form. In fact, I fully understand what they've done and why they've done it.

“What the keyboard warriors didn't realise is he was quite openly going to change the classes anyway, he had realised that that was a major issue and we would have changed the classes, and he was about to do it. Events-wise the only difference it would make if Darren was there is probably Oulton Park would still be in, and I would support him on that because it is something different, something that gets spectators in, it's not ideal being the back end of the year and could be the event that decides the champion. However, Monza has been the final round of the WRC twice. It's been in the British Rally Championship. It does give the opportunity for guys that do the Circuit championship to join the one step up if you like. So it isn't something that I would throw out completely for the future.”

John Stone, a championship regular for almost 20 years, reckons Spann “was trying to do it with the best of intentions in terms of Oulton Park at the end of the year, but I think if he had his time again he may have consulted competitors to see what they wanted.”

He adds: “I actually sent him a message when he got the job and said ‘look you've got the potential to have the best championship in the country including BRC because there are so many good events to choose from.’ And whilst it was a good line-up of events, I think the problem was it didn't look great having the Oulton Park event in. It just didn't sit right with all the others really. In many ways it would



Stone believes in the potential of a strong Asphalt championship



The Pokerstars Rally will be the sign-off on the tweaked 2022 roster



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## FEATURE

Oulton Park plan was highly unpopular



have suited me because I'm used to doing single venues and I've done it many times, but for the good of the championship it should never have been included really in my opinion. We would have done it, we would have done the championship like that, it just seemed to all implode once that was announced. And then the class structures that were announced... I don't think he did it for any wrong reasons, he just misread his customers really."

Spann ultimately lasted four months in charge as by the end of January he had opted to leave, and then the chase was on for the Asphalt Championship to find a new coordinator. Step forward regular co-driver, and 2016 Asphalt champion alongside Damian Cole, Paul Morris. Despite having no championship organisational experience, Morris saw the Asphalt championship was in need, contacted Iain Tullie at Motorsport UK, met with Broad and Nick Pollitt from the BTRDA and had been appointed the new coordinator within a matter of days – adding another co-driver Paul Wakely to the team as his deputy.

"I thought it would be good for a current competitor to organise a championship for competitors," Morris explains. "Everybody in the sport is getting older – I'm not talking about competitors now but if you look at rally organisers, recovery crews, the paramedics, the doctors, nobody young is coming in. I think if other competitors out there, especially at my age now I've just turned 50, see what I'm doing maybe they'll go out and marshal on the odd rally a year and give a little bit back. I've chosen Paul to assist me on events because not only is he a good friend, he's a fellow co-driver and like me he's very, very thorough in his pre-event preparation and we get on extremely well. The pair of us want to deliver a championship these competitors are going to be proud to do."

Due to the extremely tight timeframe to get 2022 organised – normally championship regulations are finalised the previous year or in early January, not in February – this year is now seen as a bit of a compromise, but Morris has still pulled some strings and had already approached the clerk of the course for Tour of Epynt



The 2022 season will kick off using the demanding Epynt Ranges



Feet on the ground: Rally men will stick to traditional Tarmac stages

about becoming the new opening round (after the North West Stages decided to decline the chance to be in the championship) before his new role was official.

Broad says: "I really do believe actually that Paul will be successful as he had been thinking about standing down as a navigator anyway, and with Paul Wakely the two of them have a wealth of knowledge of over 20 years of national and club rallies of the competitors and what they want, and it was very easy for them to get in touch with competitors to see which way they should be going. The difficulty that they've had is they've never run a championship before and believe me I'm sort of their backstop."

"I'm retired, so I'm doing some of the spadework. Mornings and evenings Paul phones me at 0830hrs and 1730hrs and we see where we are. We've had to rebuild the

website, go round and speak to all the rallies and make sure they're happy, have meetings with Special Stage and Protyre, the work that has gone on in the past two weeks is massive. But we're nearly there."

The championship was officially relaunched last Friday with the new calendar (see sidebar) revealed and the exciting news that Mark James will now host the live video coverage from Special Stage – an incredibly shrewd move given his popularity. Three rallies in September is something Morris is aware he "might be in for a bit of flack" for but his "hands are tied this season because we've taken it on so late in the day", and with the best five from seven to count there's no compulsion for competitors to do every round.

But above all else it's a serious achievement for the Asphalt Championship to even be running at all this year. With all that's gone it would've been easy to park it and focus on 2023 where Morris is aiming to "not jazz the championship up but move dates around on certain rallies to give the championship a new sort of feel".

"I think it's important that we all support it come what may and try and build on it for next year because the potential is really good," says Stone. "Some of the stages are as good as you're going to get anywhere. There's the Circuit championship, then the Asphalt championship and then hopefully the British championship. It could be what we've been looking to see for many years. ■



Spann's plans proved unpopular

Photos: Rally Gallery, Jakob Ebrey

## LUKE BARRY



RALLY CORRESPONDENT

*"We never got the chance to see Spann's vision"*

**D**arren Spann seems to be a bit of a Marmite character within UK rallying. If you share his vision and know him well then you understand what he's trying to achieve, but if you don't then his strong-will and belief in what he does can perhaps appear jarring. That division certainly seems to have counted against him in his latest venture.

Did he make mistakes with his plans for the Asphalt championship? We'll genuinely never know, because we never got the chance to see how those plans would have manifested.

However I can empathise with those that took exception to his proposals. Oulton Park was broadly accepted into the British Rally Championship last year due to the pandemic and the need to simply get rallying back underway, but adding it to the Asphalt schedule when there are so many other high-quality asphalt rallies across the country now was a much tougher sell.

But Spann absolutely has to be applauded for actually trying and striving to make a change to rallying to realign it with the wider public. I don't know this for sure, but I'm willing to wager that plenty that were against it also complain that rallying isn't what it was. That situation won't reverse itself without any modifications to how things are done.

Which leads me onto the main point I wish to make: I am absolutely not comfortable with how far too many people dealt with their concerns. Social media can be a menace – we all know it – but I was shocked and saddened to read so many needlessly aggressive, ill-informed and nasty comments online from well-respected and decorated competitors that should know better.

It's anyone's right to feel aggrieved, but it's nobody's right to partake in such public bashing that can certainly be classed as online bullying and potentially even harassment. Not everyone went this far of course, but things like the parody @DazSpinn Twitter account were a disgrace. Whoever was responsible for that is truly pathetic – hiding behind an alias to try and generate what they perceive to be humour with no regard to the effect this may have.

But all that is now thankfully history. Morris is the future and he deserves a huge amount of credit for taking the job on and ironing out the creases in just a matter of weeks. It's a thrilling time for asphalt rallying with so many closed-road events cropping up, and Morris absolutely looks like a good captain for the ship. The first stage of April's Tour of Epynt can't come soon enough.

**"Including Oulton Park just didn't sit right with us"**

John Stone



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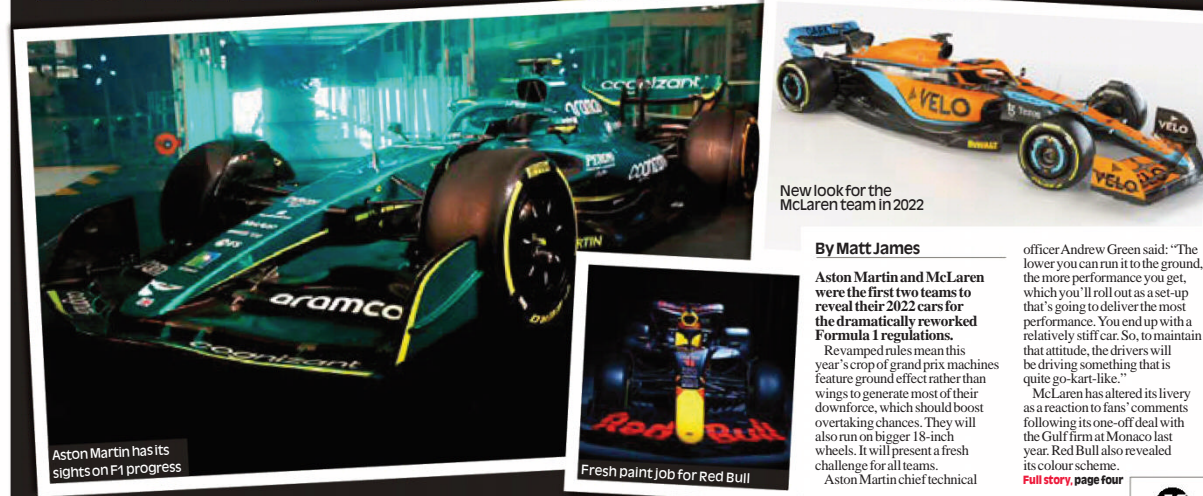
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RALLY REPORTS

Photos: William Neill

KIRKISTOWN RALLY: NORTHERN IRELAND RALLY CHAMPIONSHIP BY JASON CRAIG FEBRUARY 19

GREER OPENS HIS ACCOUNT IN STYLE IN CITROEN C3



Greer was unbeatable on Kirkistown event

Jonathan Greer won first time out in his Citroen Rally2 car at the Kirkistown Stages Rally, the opening round of the Northern Ireland Rally Championship.

Despite a change of navigator in Darragh Mullen for the single-venue meeting in County Down, the defending champion barely put a wheel wrong to score his first victory of 2022 by 4.6 seconds. “We lost a bit of time on the first stage when another car stopped in front of us,” explained Greer in reference to Kenny McKinstry having to pull up at a chicane in an effort to clear a misted-up windscreen with help from Kenny Hull. “After that, we had a clean drive. It’s great to get the win.”

The key turning point came on the second test when Ford Fiesta R5 driver Stephen Wright found his path blocked by a slow backmarker, with that episode costing him the overall lead of the rally. He went on to finish in fourth and intends to be among the starters for round two at Bishopscourt on March 12.

The runner-up spot was only settled on the very last stage. A fastest time by eight-time champion Derek McGarrity proved the difference as he vaulted past Phillip Allen in his Skoda Fabia R5 Plus. After 25 competitive miles, McGarrity and Allen were separated by just 0.7s.

McGarrity – a serial winner at Kirkistown, whose success almost reaches to double figures – made a correct tyre call on the

antepenultimate test and maintained that speed through special stages five and six to give his prospects of winning a first NI crown since 2018 an early shot in the arm.

Rounding out the top five places in another Rally2 version of Citroen’s C3 was Darren Gass. A run-in with some old tyres at a left-right chicane was the only blot in the Markethill driver’s copy book.

In the modified battle, husband-and-wife duo James and Heather Kennedy recovered from kissing a round bale with their Ford Escort Mk2 on stage two to deny Andrew White and Paul Hughes the win in their Mk1 version.

**Results**  
**Organiser:** North Armagh Motor Club Limited  
**When:** February 19 **Where:** Kirkistown Circuit, County Down  
**Championships:** Northern Ireland Rally Championship  
**Starters:** 80 **Finishers:** 65  
**Stages:** 6  
1 Jonny Greer/Darragh Mullen (Citroen C3) 32m38.8s; 2 Derek McGarrity/Graham Henderson (Skoda Fabia) +4.6s; 3 Phillip Allen/Emily Turkington (Ford Fiesta); 4 Stephen Wright/Ger Conway (Ford Fiesta); 5 Darren Gass/Marc McMillan (Citroen C3); 6 Aaron McLaughlin/Darren Curran (Ford Fiesta); 7 Mark Massey/Alistair Wyllie (Ford Fiesta); 8 Joseph McGonigle/Ciaran Geaney (Ford Fiesta); 9 Alan Carmichael/Lewis Carmichael (Subaru Impreza WRC); 10 Michael McGarrity/Damian Carvey (Ford Fiesta). **Class winners:** 1: Fintan McGrady/Stephen Jess (Ford Escort); 2: Seamus Goodfellow/Joel McFarland (Honda Civic); 3: Philip White/Brian Rowan (Nissan Micra); 4: Dara Leonard/Dermot McCafferty (Ford Fiesta R2); 5: Sam Adams/Michael Johnston (Ford Escort); 6: James Kennedy/Heather Kennedy (Ford Escort); 7: Andrew White/Paul Hughes (Ford Escort); 8: Paul McKenna/Niall McKenna (Mitsubishi Lancer); 9: Terry Donnelly/Gareth Donnelly (Skoda Fabia); 10: Greer/Mullen; 11 McGarrity/Henderson.

Wright (behind) was stuck on his fight for victory



KINLOSS STAGES RALLY: BY JOHN FIFE FEBRUARY 12

BRUNTON’S LATE WINDFALL EARNS HIM KINLOSS VICTORY

Hugh Brunton and Charley Sayer Payne took a last-gasp win on the inaugural Kinloss Stages Rally at the former RAF base near Findhorn on Saturday, February 12. The event provided a sting in the tail for their rivals. Going into the final stage, the Ford Fiesta R5 pairing was just three seconds behind rally leaders Alistair and Colin Inglis in their

Ford Fiesta Rally2. Struggling with a car that had already stalled five times on the six-stage rally, Inglis spun at the first chicane a mile and a half into the final stage. He admitted his second indiscretion at the second chicane was entirely his own fault. Inglis said: “It was a red-mist moment. I was determined to get

those seconds back and just braked too late.” The indiscretion earned him a five-minute penalty. A clean run from Brunton ensured only his second outright rally win. He said: “That’s the best single-venue rally I’ve done. The stages were phenomenal and we had a good battle all day with Alistair.” Barry Groundwater and

Michael Hendry claimed second in their Mitsubishi Lancer E6 with the Subaru Impreza of Scott Mutch and Greg McDonald third. Top two-wheel-drive car was the Ford Escort Mk2 of Keith Robathan and Ian Nicoll in fourth place. Both the Metro 6R4 of Steven Ronaldson and Darrian T9 of Andy Horne were sidelined

with gearbox failure. The other class winners were Robert Proudlock in his Vauxhall Adam and Richard Wheeler in his historic-specification Ford Escort Mk2. **Results**  
**Kinloss Stages**  
**Organiser:** Condor Motor Sports Club  
**When:** February 12 **Where:** Kinloss, Findhorn (on the Moray Firth) **Starters:** 36  
1 Hugh Brunton/Charley Sayer Payne (Ford

Fiesta R5) 53m23s; 2 Barry Groundwater/Michael Hendry (Mitsubishi Lancer E6) +1m56s; 3 Scott Mutch/Greg McDonald (Subaru GC8) +4m01s; 4 Keith Robathan/Ian Nicoll (Ford Escort Mk2) +4m12s; 5 Kris Tennant/Rafal Stanislawski (Subaru Impreza) +4m26s; 6 Alan Wallace/Darren Robertson (Mitsubishi Lancer E6) +4m44s; 7 Gordon Chalmers/Steven Chalmers (Subaru Impreza) +4m46s; 8 Alistair Inglis/Colin Inglis (Ford Fiesta Rally2) +5m05s; 9 Richard Wheeler/Mark Runciman (Ford Escort RS2000 Mk2) +5m22s; 10 Michael Renton/John Shephard (Subaru Impreza GC8) +5m29s.

KNOCKHILL STAGES: SCOTTISH TARMACK RALLY CHAMPIONSHIP BY JOHN FIFE FEBRUARY 20

MCDONALD SURVIVES AT KNOCKHILL

Donnie MacDonald and Andrew Falconer breezed to a relatively comfortable victory at a windswept and stormy Knockhill circuit on the Knockhill Stages Rally. On the first time out in his new Ford Fiesta Rally2, MacDonald was apprehensive before the start. He said: “I’ve never driven a left-hand-drive car before but the aim is to match Alistair Inglis’ pace by the end of the day.” In fact, Macdonald achieved his aim after four of the day’s 10 stages, and then went on to win, somewhat helped along by his rivals striking trouble. John Marshall was first to hit problems when the Fiesta Rally2 driver went the wrong way at the split on the third stage. Andy Scott, in a

Ford Fiesta S2000 Turbo, also took a wrong direction and was penalised but fought back from 22nd place to seventh overall. Meanwhile, Inglis was leading the rally until his Fiesta Rally2 struck a previously moved tyre marker and broke a rear suspension link on the seventh test. He had already demoted Ross Hunter’s enthusiastically driven Mitsubishi Lancer E9 to second place but then Hunter lost out too when the transfer box failed. That left MacDonald in the lead, but Kyle Adam and Steven Brown were flying in the Ford Escort Mk2. Despite the atrocious conditions, Adam kept the 2.5 Millington-engined beast on the road - most of the time. “At

one point I turned to Steven and said ‘we’re going off’ when the tyres suddenly gripped and it straightened up...” he reported. Providing the day’s best entertainment were Des Campbell and Craig Forsyth in their Peugeot 206, who were involved in a furious battle with the Vauxhall Corsa of Steven Hay and Cameron Dunn. Campbell got the best start, but Hay reeled him in and passed him before Campbell caught him again on the final stage and they finished dead equal on total times in third place overall. Campbell’s faster time on the first stage earned him the final podium step and the 1600 class win. First time out in their new Ford Fiesta ST, 1400cc class winners

Andrew Blackwood and Richard Stewart scored a remarkable 10th place overall. **Results**  
**Knockhill Stages Rally**  
**Organiser:** Border Ecosse Car Club **When:** February 20 **Where:** Knockhill, Fife  
**Championships:** Scottish Tarmac Rally Championship  
**Stages:** 10 **Starters:** 41  
1 Donnie MacDonald/Andrew Falconer (Ford Fiesta Rally2) 54m49s; 2 Kyle Adam/Steven Brown (Ford Escort Mk2) +17s; 3 Des Campbell/Craig Forsyth (Peugeot 206) +37s; 4 Steven Hay/Cameron Dunn (Vauxhall Corsa) +37s; 5 Gareth Dalglish/Kenneth Dalglish (Subaru Impreza) +4m03s; 6 David McIntyre/Andy Brown (Citroen C2R2) +4m34s; 7 Andy Scott/Laura Connell (Ford Fiesta S2000 Turbo) +5m14s; 8 Graham Bruce/David Aitken (Ford Escort) +6m09s; 9 Alistair Brearley Jr/Keith Atkinson (Suzuki Swift Sport) +7m34s; 10 Andrew Blackwood/Richard Stewart (Ford Fiesta ST) +7m53s; **Class winners:** Blackwood/Stewart; Campbell/Forsyth; Bruce/Aitken; Adam/Brown; MacDonald/Falconer.



MacDonald profited when his rivals erred in Scotland



## COLUMNIST

## DAN CAMMISH



*Our man on the inside tells us how his new Napa Racing car is coming along*

Photos: Motorbase Performance

**M**y last column was at the very start of the year and I am pleased to report things are moving along nicely at Napa Racing UK HQ.

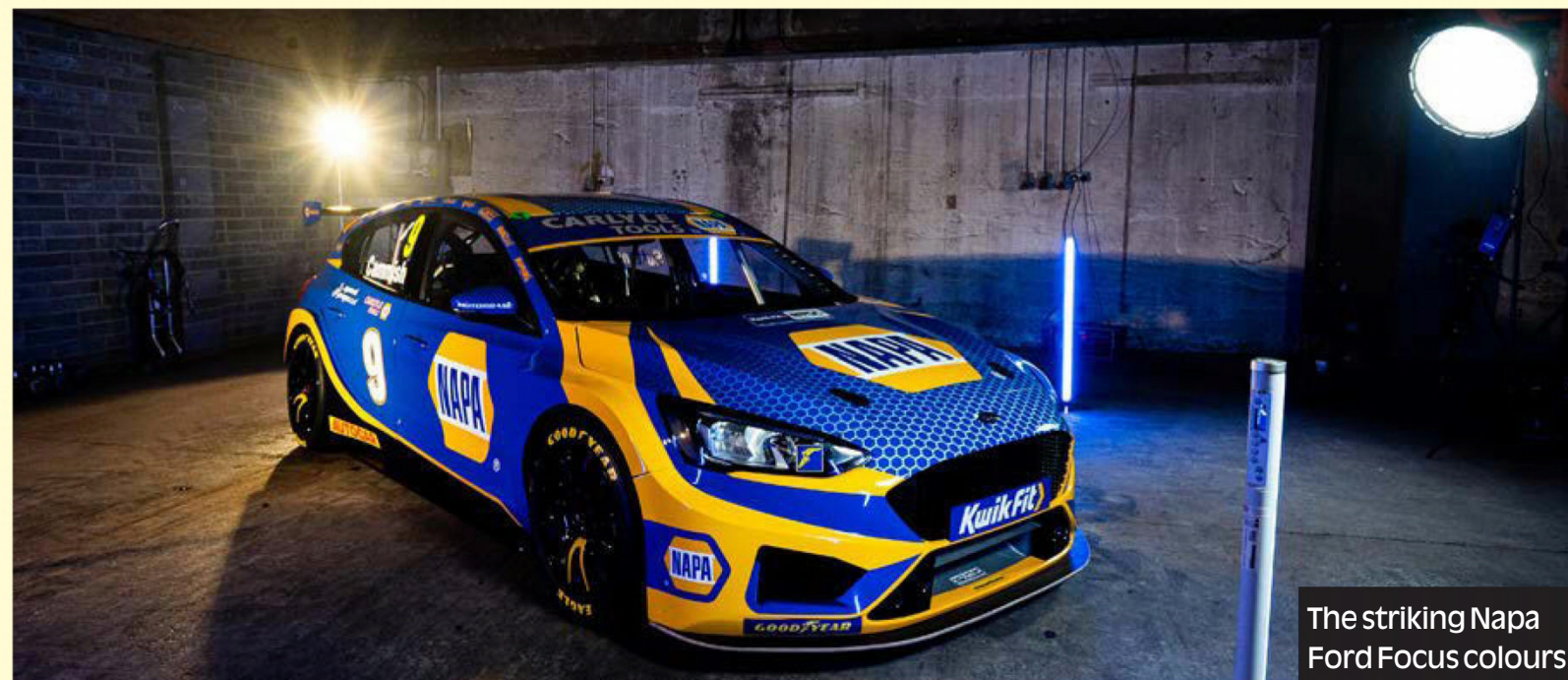
Alongside my team-mate Ash Sutton we recently revealed our much-anticipated livery for this season which I think you will agree looks fantastic while also bringing a much-needed splash of colour to the British Touring Car Championship grid.

A lot of effort went in behind the scenes to ensure the reveal had the best impact possible and myself and Ash have spent more time in front of a camera lately than at any other time in my career. Despite our best efforts, I think it is fair to say that we won't be appearing on daytime television any time soon but that's not to say we haven't thoroughly enjoyed it. We had a great deal of fun filming the reveal and a few other pieces of yet unseen content along with our team manager Oly Collins.

I have been asked several times now about the relationship between myself and Ash and how I think we will work as a team. I have known Ash for many years, and we have always made the time to say hello and ask how each other's days were going as we passed in the paddock.

He's a little younger than me (Sutton is 28, Cammish is 32), so until now we haven't had much contact beyond that mentioned above. Recently, though, we have spent a fair bit of time together whether that be filming, sim racing, or at Motorbase working alongside our engineers and mechanics to bring our new cars to life. What gives us a great platform to start from is the feeling of mutual respect.

Of course, we both want to win but I think we are mature enough and comfortable enough in our careers to know that working together initially is the best way to bring success. We both have different attributes and experiences that we bring to the team,



The striking Napa Ford Focus colours

and I think we can learn from each other to become stronger still. Between us I am confident we can push each other forward while also bringing the best out of the Motorbase team. We both have the same opportunity and the same tools available, so it is a very exciting time, and we are both equally looking forward to the challenge ahead.

Talking of bringing new cars to life I am very happy to have a brand-new bodyshell ahead of this season. Firstly, there is just something nice about having your own new car. You know its history, you know it hasn't been mistreated, and you know it hasn't spent as much time in the scenery as it has on track. Secondly, I'm a bit of a sucker for stats.

For example, right now I have 90 BTCC races under my belt and 900 points to my name. That just feels right somehow in the same way your car radio volume must be set on an even number. But this means that any results I score from now on will be allocated to that chassis number and I like that.

What sometimes goes under the radar is just how bespoke BTCC cars are under the skin. Not only is there a lot of adjustability in set-ups and parts compared to one-make categories like that of Porsche Carrera Cup. But also, from a driver's perspective there are ways to truly make the car your own

when it comes to getting comfortable.

During my recent seat fitting and once I was happy with the pedal and wheel placement it was time to set about where the gear lever would sit. I literally held the lever in my ideal position while Royce, the resident Motorbase fabricator, tacked it in place. The finished article is brilliantly engineered and it's details like these which underline the BTCC as the top-level motorsport championship in the country.

It is my car, built around me by a team of talented individuals who are united by a common goal. Having the freedom to make changes, re-engineer parts, and lead development in a certain direction is what separates BTCC from the support series.

I have already enjoyed some seat time at a recent shakedown, and I would be lying if I said I didn't have a big smile on my face as I pulled a gear and moved away for the first time. Motorbase has done a great job with the build and there's a lot of work still being done to ensure that we are in the best place possible ahead of the season.

One thing I can't yet report on is the hybrid system, but I hope in my next column I can bring you up to speed on that and how our pre-season testing program has gone so far. Until then, thanks for reading.



Cammish and his new team-mate Ash Sutton are already sharing laughs



Cammish will have a bespoke cockpit

*"We both have the same opportunity and the same tools available"*



WHAT'S ON

YOUTUBE



Brooks was a true gent

Tomorrow is a significant date in motorsport, as the great Tony Brooks hits his 90th birthday. While no-one doubts that Stirling Moss was Formula 1's standard bearer in the era that immediately followed Juan Manuel Fangio's retirement, the consensus of those who were there was that Brooks stood alone as the next best. Moss indeed was once asked who he would put in his fantasy F1 driver line-up pairing. He picked Jim Clark,

with Brooks alongside him. Recommendations hardly come higher. Yet, in a sense, you'd be forgiven for not knowing this. Brooks was the ultimate reluctant hero – utterly unassuming and understated yet, by contrast, possessing towering talent from a balletic fingertip style. He's a good shout as F1's most underrated driver. And whether you want to find out more about Brooks, or simply reacquaint yourself,

you can hear from the man himself on Formula 1's official Beyond the Grid podcast. Tom Clarkson talks to Brooks over an hour and 10 minutes about his extraordinary time in motorsport, shining a light into a very different world of racing from the 1950s. This is at: youtube.com/watch?v=kliuz7S6fNU or you can search for: 'Tony Brooks Interview | Beyond The Grid | Official F1 Podcast'.  
**Graham Keillor**

WHAT'S ON

**RALLYING SATURDAY**  
■ **Fivemiletown Spring Rally, Northern Ireland**  
Omagh Motor Club (spectators admitted)  
omaghmotorclub.co.uk

**SUNDAY**  
■ **East Riding Stages Rally, Yorkshire**  
Beverley and District Motor Club (spectators admitted)  
bdmc.org.uk/east-riding-stages

TV GUIDE

Formula 1's 2022 pre-season testing kicked off at Barcelona yesterday, and while there isn't live television coverage Ted Kravitz on Sky Sports F1 does have his daily Notebook broadcasts. You can catch his opening-day round-up at 1000hrs-1030hrs today, today's summary is on at 2030hrs-2100hrs and the final day's Notebook is the same time tomorrow. These are also repeated. For this weekend's World Rally Championship Rally Sweden, BT Sport as well as its live coverage has a wrap of the action at the end of each day. Friday's best is on BT Sport 2 that day at 2330hrs-0000hrs, Saturday's action is at 0200hrs-

0230hrs in Sunday's small hours, still on BT Sport 2, while the final day is on Monday at 0300hrs-0330hrs on BT Sport 3. All also get repeated. Car SOS on the National Geographic Channel also gets us into the rally mood, as today at 1600hrs-1700hrs it teams up with legend Paddy Hopkirk to fix up a Peugeot 205 GTI rally car, while on Friday at 1600hrs-1700hrs the team restores a Japanese rally car. You can also catch up on the fledgling Formula E season today on Eurosport 2, with the season-opening Diriyah meeting on at 1200hrs-1300hrs and the recent Mexico counter shown at 2100hrs-2200hrs.  
**Graham Keillor**

LIVE TV

**WORLD RALLY CHAMPIONSHIP RALLY SWEDEN**  
**SS7:** Friday, 1730hrs-1830hrs, BT Sport 1  
**SS11:** Saturday, 1100hrs-1200hrs, BT Sport 3  
**SS15:** Saturday, 1730hrs-1830hrs, BT Sport 3  
**SS17:** Sunday, 0700hrs-0800hrs, BT Sport 2  
**SS19/Powerstage:** Sunday, 1100hrs-1230hrs, BT Sport 1

**INDYCAR ST PETERSBURG Practice:** Saturday, 1400hrs-1445hrs, Sky Sports F1  
**Qualifying:** Saturday, 1730hrs-1845hrs, Sky Sports F1  
**Race:** Sunday, 1700hrs-1930hrs, Sky Sports F1

**NASCAR CALIFORNIA Race:** Sunday, 2000hrs-0100hrs, Premier Sports 1



Kravitz will give us the lowdown on the new F1 cars

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More from Bob Sketchley's winter visit to the Gaydon Museum



Winter sun, from Stuart Taunton



Richard Salisbury at the Riponian



Gabriel Garrett braved the rain...



Donington test, by Rich Cranston

NEXT EDITION

OUT THURSDAY, MARCH 3

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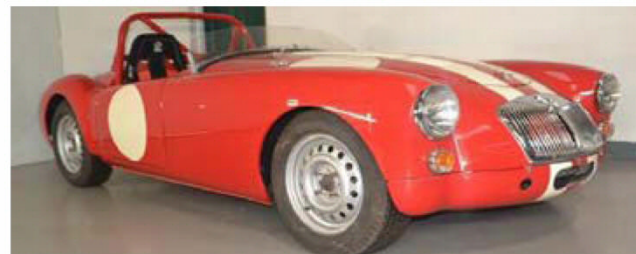
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